

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 21, 22, 23 & 24, 1963

The Board convened at 8 a.m., Monday, January 21, at 3211 West State Street, Boise, Idaho.

Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the December 10, 11 & 12, 1962, Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-IG-15W-4(9)88 & ST-1721(508) - The work consists of constructing a plant mix bituminous surfacing on 9.541 miles of Interstate Highway No. 15W, Rockland Jct. - Igo O.P., and a plant mix bituminous surfacing (half-sole) on 1.392 miles of SH-39, in Power County - Federal Aid Interstate and State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, on December 26, 1962, in the amount of \$596,524.25.

I-IG-15W-4(4)71, I-15-1(23)70 & I-15-2(16)71 - The work consists of constructing a 4-lane divided roadway, irrigation structures, 3 overpasses, 2 bridges and a plant mix bituminous surfacing on 1.195 miles of Interstate Highway No. 15W and signing on 2.274 miles of Interstate Highway No. 15, in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Jack B. Parson Construction Company, Smithfield, Utah, the low bidder, on December 31, 1962, in the amount of \$963,795.30 (Alt. No. 1).

STOCKPILE NO. 5436 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to US-95 Alt., in the vicinity of Santa Jct., in Benewah County - State financed. The contract was awarded to Henry J. Holien, Sandpoint, Idaho, the low bidder, on December 20, 1962, in the amount of \$21,715.00.

ER-38(1) - The work consists of tunneling and installing 4 additional 120" pipes, reconstructing the slopes and roadway, and a roadmix bituminous surfacing on 0.852 mile of U.S. Highway No. 30N,

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McCammon-Lava, in Bannock County - Federal Aid Emergency and State financed. The contract was awarded to Bannock Paving Company, Pocatello, Idaho, the low bidder, on January 8, 1963, in the amount of \$212,244.25.

F-3112(11) - The work consists of constructing the roadway, drainage structures, 35' and 70' concrete bridges, and a plant mix bituminous surface on 9.778 miles of U.S. Highway No. 95, in Washington County - Federal Aid Primary and State financed. The contract was awarded to Rogers Construction Co., Portland, Oregon, the low bidder, on December 28, 1962, in the amount of \$1,702,229.80.

S-2848(3) - The work consists of constructing the roadway, drainage structures, a road mix bituminous surface and seal coat on 3.016 miles of SH-77, Malta West Extension, in Cassia County - Federal Aid Secondary and State financed. The contract was awarded to Pocatello Construction Company, Pocatello, Idaho, the low bidder, on January 21, 1963, in the amount of \$63,106.82.

F-5121(10) - The work consists of constructing the roadway, drainage structures and a plant mix bituminous surfacing on 2.949 miles of U.S. Highway No. 2, Priest River - Thama, in Bonner County - Federal Aid Primary and State financed. The contract was awarded to Crick & Sons, Spokane, Washington, the low bidder, on January 18, 1963, in the amount of \$476,885.75.

Proposed Legislative Bills. The Highway Board discussed the proposed legislative bills to be presented to the legislature. They reviewed the final draft of the accelerated right of way acquisition bill and the bill allowing the Department to pay for time worked beyond the 8-hour shift by field employees below the supervisory level. The Board authorized the Department to channel the presentation of the two bills through the Senate Transportation and Defense Committee.

Orders of Condemnation approved and signed by the Board:

I-IG-90-1(12)37, Parcel No. 3D, Harry & Ella Mae Whiteman,  
Robert & Laura Bell Pogue  
" Parcel No. 6, Julius & Myrtle Hagman  
F-2361(18), (U.S. 30), Parcel Nos. 23 & 23-E-1, J.W. Condit, et al  
S-2862(3), (S.H. 27), Parcel No. ½, G.M. McClintock, et al  
" " Parcel No. 1, " "  
" " Parcel No. 1½, " "  
" " Parcel No. 7, John G. & Alice Robertson,  
James A. Robertson  
F.H. 2-1(1), (U.S. 2), Parcel Nos. 11 ¾ & 11 ¾-E-1, Q.K.  
Manus & Thelma M. Manus, Benton R. &  
Josephine Teer

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Special Warranty Deed. The Board approved the following:

F.H.P. 47-1(2), (S.H. 68), Parcel No. 8A, Isabel A. Bostic

Declaration of Property as Surplus. The Board approved declaring the following property as surplus:

I-80N-1(6)14, Remainder of NE $\frac{1}{4}$ SW $\frac{1}{4}$  & Gov't. Lot 3, Sec. 33, T. 5 N., R. 3 W., B.M., northeasterly of the 260.0' Interstate Highway right of way, 28.77 ac. - to be sold for not less than \$3700.

I-80N-1(6)14, Remainder of NE $\frac{1}{4}$ NE $\frac{1}{4}$  of Sec. 29, T. 5 N., R. 3 W., B.M., northeasterly of the 260.0' Interstate Highway right of way and southerly of the right of way of the County road grade separation, 3.64 Ac. - to be sold for not less than \$200.

I-80N-1(6)14 - Portion of S $\frac{1}{2}$ NE $\frac{1}{4}$  & W $\frac{1}{2}$ SE $\frac{1}{4}$  of Sec. 17, T. 5 N., R. 3 W., B.M., northeasterly of the Interstate Highway right of way, 88.92 ac. - to be sold for not less than \$23,000.

I-80N-1(6)14 - SE $\frac{1}{4}$ SW $\frac{1}{4}$  & remainder of W $\frac{1}{2}$ SE $\frac{1}{4}$  of Sec. 17, T. 5 N., R. 3 W., B.M., southwesterly of the Interstate Highway right of way, 56.35 Ac. - to be sold for not less than \$4450.

I-80N-1(6)14 - Remainder of SW $\frac{1}{2}$ SE $\frac{1}{4}$  of Sec. 6, T. 5 N., R. 3 W., B.M., southwesterly of the 260.0' Interstate Highway right of way, 2.37 Ac., - to be sold for not less than \$100.

Abandonment of Right of Way. The Board approved abandonment of a section of the right of way of former State Highway 34 exclusive of any portion thereof held in fee between the Bear River and State Highway 36 in the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 31, T. 14 S., R. 40 E., B.M.

Access Rights Returned to Nampa. The Board agreed to return the access rights acquired from the City of Nampa in connection with project S-US-3754(2), Nampa South, to the City.

Removal of State Highway System (S.H. 287, U.S. 95)

WHEREAS, construction of 9.145 miles of State Highway No. 287 under Project FHP 35-A beginning at a junction with State Highway No. U.S. 191, 41.78 miles north of Ashton and extending to the Montana State Line has made continuance of portions of the original road as a part of the State Highway System no longer essential, all as shown on Exhibit A on file with the Department of Highways.

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THEREFORE BE IT RESOLVED, that these sections of the original road, with an aggregate length of 6.000 miles and as shown on Exhibit A be, and hereby are, removed from the State Highway System, effective this date.

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WHEREAS, construction of 4.750 miles of State Highway No. US 95 on new alignment under Projects F-3112(17) and F-4113(12) beginning at Pinehurst and extending to Pollock has made continuance of the original road as a part of the State Highway System no longer essential, all as shown on Exhibit A on file with the Department of Highways, and,

WHEREAS, Idaho County agreed on August 14, 1961, to assume responsibility for portions of the old road described as: Station 547.89 to 567.00, Station 678.00 to 695.40, and Station 704.00 to 747.10 with an aggregate length of 1.508 miles, and

WHEREAS, Adams County agreed on December 20, 1961, to assume responsibility for the portion of the old road lying between Stations 537.00 and 547.89, a distance of 0.206 miles.

THEREFORE BE IT RESOLVED, that these sections of the old road with a total length of 1.714 miles be, and hereby are, removed from the State Highway System and all jurisdiction, control, and interest of the State in and to said sections shall vest in Idaho and Adams Counties in accordance with their interests as set forth above, effective this date.

#### Speed Limits in Rathdrum.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Rathdrum; and,

WHEREAS, that Minute Entry of the Board of Highway Directors dated May 19, 1955, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Rathdrum, should be revised; and,

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WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Rathdrum; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M. P. H.)
1.	SH 41	Kootenai St.	South Village Limits (MP 6.45) to 200' South of Tine Street	60/55
2.	SH 41	None	200' South of Tine St. to East Village Limits (MP 7.55)	35
3.	SH 53	County Avenue	West Village Limits (MP 8.25) to Latah Street	60/55
4.	SH 53	County Avenue	Latah Street to Kootenai Street	35
5.	SH 53	County Avenue	Kootenai Street to North Village Limits (MP 9.20)	60/55

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated May 19, 1955, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Rathdrum, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Rathdrum shall henceforth be effective at all times during hours of daylight or darkness.

#### Speed Limits in Oldtown.

WHEREAS, by virtue of Section 49-702 and Section 49-703 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Oldtown; and,

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WHEREAS, that Minute Entry of the Board of Highway Directors dated December 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Oldtown, should be revised; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Village of Oldtown; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M. P. H.)
1.	SH 41	None	East Village Limits (MP 38.55) to Fourth Street	35
2.	US 2, 195	None	Idaho-Washington State Line to East Village Limits (MP 0.15)	25

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated December 17, 1954, with respect to prima facie speed limits upon urban extensions of the State Highway System in the Village of Oldtown, is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Oldtown shall henceforth be effective at all times during hours of daylight or darkness.

#### Speed Control Zones in District Two.

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated December 15, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

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NOW THEREFORE, it is hereby ordered that Items 1 through 4 pertaining to State Highway No. 23 of the Minute Entry of the Board of Highway Directors dated December 15, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	SH 23	188.75	196.30	US 93 to Gannett	60-55
2.	SH 23	196.30	196.90	Through Gannett	35
3.	SH 23	196.90	203.80	Gannett to Picabo	60-55
4.	SH 23	203.80	204.15	Through Picabo	50
5.	SH 23	204.15	210.45	East of Picabo	60-55
6.	SH 23	210.45	210.75	To Jct. US 20-26-93A	35

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

#### Speed Control Zones in District Five

WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated October 31, 1959, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 1 through 12 pertaining to U.S. Highway No. 2 of the Minute Entry of the Board of Highway Directors dated October 31, 1959, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described

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rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	US 2, 195	0.00	0.15	Oldtown Urban Ext.	--
2.	US 2, 195	0.15	0.40	East of Oldtown	35
3.	US 2, 195	0.40	5.20	To Priest River	60/55
4.	US 2, 195	5.20	7.80	Priest River Urban Ext.	--
5.	US 2, 195	7.80	10.05	East of Priest River	60/55
6.	US 2, 195	10.05	14.50	To Laclede	50
7.	US 2, 195	14.50	15.00	Through Laclede	50
8.	US 2, 195	15.00	25.30	Laclede to Dover	60/55
9.	US 2, 195	25.30	25.95	Through Dover	35
10.	US 2, 195	25.95	27.70	Dover to Sandpoint	60/55
11.	US 2, 195	27.70	28.40	Sandpoint Urban Ext.	--

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

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WHEREAS, by virtue of Section 49-702 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated October 31, 1959, are in order; and,

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WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that Items 13 through 19 pertaining to U.S. Highway No. 2 of the Minute Entry of the Board of Highway Directors dated October 31, 1959, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M. P. H.)
1.	US 2	0.00	28.40	(Entered as US2-195)	--
2.	US 2	494.10	495.05	(Entered as US 2-10A-95)	--
3.	US 2	495.05	531.10	(Entered as US 2-95)	--
4.	US 2	531.10	535.95	East of Jct. with US 95	60-55
5.	US 2	535.95	536.30	To Moyie Springs	35
6.	US 2	536.30	536.80	Through Moyie Springs	35
7.	US 2	536.80	538.30	East of Moyie Springs	35
8.	US 2	538.30	539.15	East of Moyie Springs	50
9.	US 2	539.15	548.15	To Montana State Line	60-55

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-602 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Out-of-State Travel authorized by the Board:

Howard Pilkington, Asst. Planning Engineer, to Seattle, Washington, to 1963 Northwest Roads and Streets Conference, February 13 - 15.

Materials Engineer Harry Day to Asphalt Paving Technologists Conference, San Francisco, February 18 - 20.

State Highway Engineer G. Bryce Bennett or Materials Engineer Harry Day to Pacific Coast Conference on Asphalt Specifications, April 23, 24, San Francisco

Personnel Director George Neumayer and one Department engineer, recruiting engineers in training to:

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Montana State College, Bozeman, Montana, February 11, 12  
Utah State University, Logan, Utah, February 21  
University of Nevada, Reno, Nevada, March 6 & 7

Fred Weber, Design Division, to Western Snow Avalanche Conference, Yosemite National Park, California, April 16 - 20.

Design Engineer Frank Leonard to Northwest Annual Hydraulics Seminar, Portland, Oregon, February 5 & 6

State Highway Engineer Bennett and one other to B.P.R. Regional Highway Research and Development Conference, Feb. 19, San Francisco

Meeting with Governor Smylie. The Board met with Governor Robert E. Smylie. The Governor presented to the Board his ideas regarding Idaho's "rolling out the red carpet" on our highway entrances and exits on Idaho's borders, to which the Board agreed would be a fine thing, particularly as this is the Centennial year. The Governor desires the painting to be in red with stenciled lettering: WELCOME TO IDAHO and HURRY BACK.

The Board went over the planned legislative program of the Department as well as the legislative presentation of the Department's budget.

Roadside Improvement Technician. The Board approved the Department's recommendation that the Department's Table of Organization call for a Roadside Improvement Technician, instead of a Roadside Improvement Engineer.

TUESDAY, JANUARY 22, 1963

The Board reconvened at 8 a.m., Tuesday, January 22, with all Board Members, the State Highway Engineer, and the Board Secretary present.

Request from Mountain Home. The Board read a request from the City Council of Mountain Home and Mayor Gridley for curb and gutter sections to be built in the City limits of U.S. 30 and 30 South of the railroad, State Highways 68 and 51.

The Board noted that no moneys are available for this improvement during 1963 nor is it on the long-range planning program.

Emmett Public Hearing Not Necessary. The Board determined that a public hearing would not be necessary on the relocation of State Highway 16 south of Emmett.

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Downey Hearing. A Federal Aid hearing was authorized to be held at Downey due to the change in location of the Interstate in the vicinity of Downey approximately 3/4 mile south from the location crossing Marsh Creek submitted at the 1957 hearing.

The movement of the line was required because it was found to be more economical to construct a line crossing Marsh Creek at the new location.

Control of Access was approved by the Board:

F-2441(8), Heyburn-Rupert -- Access control on this project will be partial, with the following limitations,

1. Each property ownership not now having an approach to the highway will be permitted one approach or access point with or without restrictions to use.

2. Approaches currently existing may be permitted to remain. Such approaches within one ownership, and located at least 600 feet apart, may have unrestricted use. All other approaches will be limited to existing use. Provision may be made to close an existing approach or exchange it for one at a new location providing better access control is provided thereby.

3. Provision may be made to designate access points, without restrictions as to use and at 1/4 mile intervals to large property ownership where no approaches now exist.

I-80N-1(29)45, I.C. Jct. SH 69 South of Meridian (excl.) - Maple Grove Road I.C. (incl.) -- Full control of access

I-IG-80N-1(22)50, Maple Grove I.C. (excl.) - 0.1 mi. West of Orchard G.S. (excl.) -- Full control of access

I-80N-1(25), 0.1 mi. West of Orchard G.S. (incl.) - Garden Street -- Full control of access (The Fairview Avenue portion between Bluff and Orchard to be subject to Standard Approach Policy.)

Miscellaneous Correspondence. The Board read the following:

Governor Smylie's letter from Mr. Pfeiffer regarding the various Interstate route location studies in the vicinity of Glenns Ferry.

Letter from Elton Tarter, of Weiser, regarding Mann Creek right of way acquisition.

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Letter from Latah County Chamber of Commerce requesting status of reconstruction of U.S. 95 and Deary-Harvard section of S.H. 7

Hope, Idaho, Mayor Colwell's letter regarding the public beach and marina problem on the Forest Highway Project in that area.

Federal Lands Funds for State Highway 51. The Board approved applying a \$300,000 Federal Lands Funds to apply on a 9-mile section of State Highway 51 in the vicinity of Grasmere, to which available Owyhee County Federal Aid moneys will be added. The maintenance betterment project planned for this section will be dropped as those State funds will be needed to match Owyhee County's offering of their Federal Aid money.

Cole School Overpass. The Board heard the report from Planning & Traffic Engineer Pearing recommending that the pedestrian overpass across U.S. 30 at Cole School be denied and concurred in this report.

The Board suggested that the Department meet with the Boise Independent School Board and advise them as to why the project requested by the Cole School P.T.A. was turned down, as well as so advising the P.T.A. group.

Bruce's Eddy Dam. The Board approved the Department's supporting the Clearwater County approval of a roadway across the top of the proposed Bruce's Eddy Dam.

The Board also recommended the Department's supporting the proposal of a bridge across the Clearwater below the mouth of the North Fork which is to be built by the dam contractor.

The Board stated that the Department should not enter into construction commitments but, if necessary, should leave the door open for limited participation by the State on either the road across the dam or the bridge across the Clearwater River.

The possibility of a down-river re-routing of U.S. 12 through Orofino and Ahsahka and returning to the south side of the river was discussed and the Board determined on present information that U.S. 12 should remain on its present south side of the river, which would be also subject to appraisal of cost estimate.

Roadside Park Request Granted. The request of Mr. C. W. Tindle of Bruneau to be allowed to develop a roadside park on State Highway 51 right of way for the use of the traveling public near his farm 3 miles south of the Snake River on the west side of the highway, using the existing extra width of right of way (200 feet from center line)

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for this purpose, was considered. He has agreed to level the ground, furnish irrigation water and trees and maintain such a park if the Department would provide plans and furnish approaches to it. Assistant State Highway Engineer McCrea and District 3 Engineer Anderson recommended the request be approved.

The Board concurred but suggested that the Department satisfy itself that the water rights for irrigating be ample for proper maintenance.

WEDNESDAY, JANUARY 23, 1963

Meeting with Senate Finance and House Appropriations Committees.  
The Board met from 8 a.m. to 12 Noon with Joint House Appropriations and Senate Finance Committees, headed by Senator Rodney Hansen and Representative Jenkin Palmer, in Room 203 of the Highway Building and presented the Department's 1963-1964 Budget.

Present were all Board Members, State Highway Engineer, Board Secretary, Assistant State Highway Engineers, Urban Engineer, and Fiscal Officer.

Chairman Palmer stated that he thought any cut in the budget could possibly come out of Maintenance. In reply, the Board as well as the administrative people present indicated that the demand of the public for increased maintenance makes it practically impossible to curtail present maintenance efforts. Such items as more edge striping, increased salt application and increased sanding together with constantly increasing Interstate System mileage requiring correspondingly increased maintenance were pointed out. For those reasons the Board suggested that any cut in the budget that the Committee saw fit to make should be taken out of Construction.

Mr. Bennett outlined the fact that there is no legislation in Idaho to date pertaining to control of billboards - outdoor advertising whereby participation of  $\frac{1}{2}$  of 1 per cent of the Federal Aid would be granted to states that participated in the billboard control program.

Such a program would require legislative action.

The Department could see about as many objections as there are benefits to the program. It is most difficult and costly to administer from the State's standpoint. It was pointed out that the deadline for acceptance will shortly expire and that if any participation is to be had by Idaho, action should be taken at this Session.

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Meeting with Senate - House Transportation and Defense Committees.

The Board met with the Senate and House Transportation and Defense Committees, headed by Senator Lloyd Barron and Representative James Martin, from 3:30 to 5:00 p.m., in the House Caucus Chambers where the Department's presentation of legislative matters was made to the two Committees.

The same information was given to the Transportation and Defense Committees as was given to the Appropriations and Finance Committees stated above.

Bids. The Board concurred in the action of the State Highway Engineer on the following bids:

F-2392(9) - The work consists of constructing the roadbed, drainage structures and a plant mix bituminous surface on 0.585 mile of U.S. 93 (Greenwood Street) in Shoshone, Idaho, in Lincoln County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Neilsen & Miller, Twin Falls, Idaho, on January 28, 1963, in the amount of \$84,887.25.)

STOCKPILE 5435 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Trestle Creek, approximately 3 miles northwest of Hope, in Bonner County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Henry J. Holien, Sandpoint, Idaho, on January 25, 1963, in the amount of \$22,980.00.)

ST-5115(523) & 5152(511) - The work consists of constructing a roadmix bituminous surfacing and seal coating on approximately 7 miles of U.S. Highway 95, Latah County Line - Tensed, and a roadmix bituminous surfacing on 6.4 miles and seal coating on 7.0 miles of U.S. Highway 95A., Emida - Santa Jct., in Benewah County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Winn & Co., Inc., Buhl, Idaho, on January 25, 1963, in the amount of \$81,094.40.)

Agreement with Clearwater County. The Board approved District 4 Engineer's recommendation to enter into an agreement with Clearwater County whereby the Department will continue slide corrective measures if required on that section of the abandoned State Highway 7 between Ahsahka and Devil's Elbow where 2 slides are prevalent.

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This agreement is for a 2-year period, after which the responsibility of the slide area will be that of Clearwater County.

This agreement in no way effects any other section of that recently abandoned section of State Highway 7 in Clearwater County.

Public Works Acceleration Program for Depressed Areas. The Board concurred with the Department in the State of Idaho's submitting to Federal Administration 2 projects to be considered under the Accelerated Federal Works Project. They are:

Spalding to Kooskia, 10 miles guard rail, U.S. 12 -  
\$150,000 (AS-4201(?))

Jct. of SH 62 with SH 7, south 8 miles, base and road-  
mix 24' width - \$302,000 (AS-4719(?), AS-4713(?), AS-4709(?))

This current offering by the Federal Administration is on a 50-50 matching basis. Because of the tight position of Idaho's ability to match Federal moneys currently allocated to Idaho on the Interstate and A.B.C. Program, 2 other possible projects in North Idaho were not considered lest the Department over-commit its ability to match with State funds.

64-foot Tractor-Trailer Combinations. The Board, upon a recommendation of the State Highway Engineer, approved legislation under the sponsorship of the Idaho Motor Transport Association which would permit 64' motor vehicle combination units hauling automobiles.

The Department made this recommendation only after a demonstration was made confirming the fact that this "stinger type" of ball and socket hitch extending from the rear of the tractor into the trailer causes the off-tracking distance while turning to be not more than that experienced by a conventional 60-foot semi-truck and trailer.

McClintock Parcel - S.H. 27. Mr. Burns informed the Board that Representative Harding had requested him to look at the problem in the field. The Congressman was contacted by Mr. McClintock, of Burley, regarding access requests that he made of the Department for his property adjoining State Highway 27. Mr. Burns agreed to examine the request on the site with Messrs. McClintock and, his attorney, Herman Bedke, as well as to discuss the matter with the City officials of Burley.

The Board read a letter from Mr. Bedke regarding further requests for access changes to the McClintock property on State Highway 27 and

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re-affirmed their position to be the same as that of the December meeting when Messrs. Bedke and McClintock appeared regarding this subject.

Reconstructing Approach - State Highway 28. Chairman Burns brought to the Department's attention the matter of establishing an approach to State Highway 28 near Leadore in Lemhi County from property owned by Mr. Smith, of the Smith Equipment Company in Rigby. After discussing the manner in which the approach was breeched for flood relief, the Department agreed that the approach should be replaced by the Department, after contacting Mr. Smith and collecting a \$5 fee and his signature to an application previously prepared by the Department.

It was the opinion of the Board that in the future under similar conditions the policy should be as follows:

The Department should notify the owner of the approach that he has not complied with Department regulations and give him an opportunity to comply before removing his approach.

Mr. Summers told the Board that he was unable to find in the Board Minutes any policy reference to the \$5 fee. After discussion, it was the opinion of the Board members that the fee was just considering the time and expense in investigating the location and finally correcting the maps to show its location.

Homedale Storm Sewer Needs. Urban Engineer Crossley reported that the Homedale storm sewer matter is being reviewed as to the cost for smaller pipe installation that would still be sufficient to drain the Highway 95 business district easterly towards the Snake River Bridge with a 30 minute flood time tolerance.

Mr. Crossley indicated that the \$31,000 original cost estimate might be cut considerably by revising the specifications that were originally contemplated.

Shelley Storm Sewer Needs. The Shelley storm sewer program draining U.S. 191 would cause the State's participating share to be approximately \$100,000, Mr. Crossley stated.

The Board indicated this figure is prohibitive in view of the State's participation elsewhere in such municipal matters. Mr. Crossley was requested to see what could be accomplished on a cheaper basis with a shorter outlet to the Snake River than presently indicated by the City's Consultant Engineer's present plan.

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Alaska's Recommendation to AASHO. The Board approved State Highway Engineer Bennett's recommendation to AASHO of supporting Alaska's present request to Congress to raise construction engineering allowances on Federal Aid Highway projects from the present 10 per cent to 15 per cent.

The 10 per cent figure had been set 35 years ago on cost percentages of engineering at that time.

Utility Relocation Determination. After reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following Project:

F-2392(9), U.S. Highway 93, Greenwood Street, Shoshone, Lincoln County - Idaho Power Company, and Mountain States Telephone & Telegraph Company

THURSDAY, JANUARY 24, 1963

The Board reconvened at 8 a.m., Thursday, January 24, with all Board members, the State Highway Engineer, and the Board Secretary present.

Delegation for Movement of 12-foot Wide Mobile Homes. The following delegation headed by Attorney Dave Doan, of Boise, appeared urging the Board to approve a regulation permitting the movement of 12-foot wide mobile homes over designated routes in Idaho:

A. V. Bridges, Manager of Guerdon Industries,  
Boise

Don Boatner, Manager of National Convoy Company,  
Boise

Wayne Lesh, Co-owner of Lesh & Randall Mobile  
Home Sales, Boise

Larry Lowery, Assistant Sales Manager of Nashua  
Manufacturing Co., Boise

Ernest Perrman, State Representative, Power County

Ken L. Knoble, Sales Manager of Biltmore Manu-  
facturing Company, Boise

Dorin Bevel, Sales Manager of Kit Manufacturing  
Company, Caldwell

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Allen Ackroyd, Sales Manager, Fleetwood Manufacturing Company, Nampa

A court reporter was brought in by the delegation to record the proceedings, and a copy of the transcript is on file with the Secretary of the Highway Board.

The 4 local manufacturing mobile home plants in Idaho should have consideration, Mr. Doan stated, to meet out-of-state competition, since the states south and east of Idaho permit the movement of 12-foot wide mobile homes.

The Board was impressed by the number of employees hired by this industry and also the information that Utah, Nevada, Montana, and Wyoming were presently permitting the 12-foot trailers over their highways. To deny this request would be the same as asking them to move their business from the State inasmuch as this size of trailer is very much in demand. The Board also believed that the standard trailer wheels were as good as putting it on another trailer. The Board also agreed that the overall 70 foot length be increased to 75 feet, tractor and trailer.

State Highway Engineer Bennett recommended that the movement of 12-foot wide mobile homes not be authorized. He pointed out that the proposed AASHO national policy allowed for movement of trailers up to 10-foot wide. In his opinion, necessary safety factors could not be adequately met on present width highways except perhaps the sections of 4-lane Interstate.

After hearing the delegation, and the Department views, the Board felt that necessary safety factors could be controlled by adequate regulations and asked the Department to have a recommended regulation drawn up for the Board's consideration permitting the movement of 12-foot wide mobile homes over designated Idaho routes.

Mr. F. C. Spencer, a property owner on Federal Way, U.S. 30, Boise, met with the Board and protested the planned abandonment of that section of U.S. 30 along Federal Way east of the Broadway connection upon the completion of the Interstate in that area.

Mr. Spencer was told that this matter has been resolved after the public hearing was held in 1961. It was pointed out to Mr. Spencer that the Gowen Field Road interchange is contemplated which would give access on both ends to that section of Federal Way.

Mr. Spencer was also told that at present there are no plans by the Department for re-routing State Highway 21 to Federal Way from its present location at Barber.

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Bureau of Public Roads -- Hope Project. Appearing next before the Board were Bureau of Public Roads' officials Norman Wood, Portland, and Clifford Hallvik, Boise, stating that the Bureau has resolved with the Northern Pacific Railroad the matter of public beach access and boat basin which had been the concern of the Village Board of Hope.

A three-party agreement has to be negotiated by the Bureau, the Railroad Company, and the Village of East Hope, after which the overpass project at Hope may be started.

Mr. Bennett urged the Bureau of Public Roads and the right of way people to lose no time in consummating those agreements necessary to realize a starting of a construction project this summer.

Washington County. The following delegation from Washington County met with the Board:

Leo Marsters	Gene Stanford
John B. Lloyd	F. Jim Anderson
Claude Wade	Ed Miller
Don Lee	Mrs. Joe Evanson
D. L. Carter	Jack M. Farmer
Dr. Clara V. Vial	Glen Levers
C. W. Chandler	Ralph Paris
James L. Prince	Freeland Colvard
Robert Servatus	Dean R. Copeland
Charles E. Jackson	Jack W. Bainbridge
Lester Panike	Ray J. Fox
Dr. Westberg	R. E. Benedick
Frank Fogami	A. R. Megorden
M. A. Tiffany	Dennis E. Sheehy
Bill Baxter	Harold L. Ryan
James McClure	

The delegation inquired as to the present status of the Olds Ferry project in relation to the December meeting with the Oregon Highway Commission and the Idaho Board of Directors.

In response to being pressed for a construction commitment date, Chairman Burns stated it is impossible to firm any definite dates as to when the Board might program Olds Ferry. The Board recounted that it did, as promised, discuss the Olds Ferry request when it met with the Oregon Commission, and that the Commission agreed to participate with Idaho on an Olds Ferry Bridge when Idaho was in a position to program it.

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The statement submitted by the Weiser Chamber of Commerce Highway Committee Chairman Dennis Sheehy urging construction of Olds Ferry is on file in Central Files of the Highway Department.

Location of U.S. 95 - Interstate 80N North to Payette. Leo Marsters, President of the Payette Chamber of Commerce, urged the Board to locate U.S. 95 north from U.S. 95 connection at I-80N in the most direct route north of the present Interstate 80N connection to join the presently designated section of U.S. 95 passing through Payette. Mr. Bennett indicated that the Department is presently conducting a location study of alternate routes from the Interstate interchange with U.S. 95 northerly to Payette.

Latah County. Next appearing before the Board were Latah County Senator Harold Lough and Representatives Harold Snow and George F. Brocke.

The delegation asked for clarification of the Department's position in not including the replacement of water lines for the Village of Deary when State Highway 8 is improved through the Village.

The Department stated that the Municipal League policy which has prevailed for several years in the Department's dealing with municipalities in water mains affected by highway construction was such that no deviation could be made from the policy in the case of the Village of Deary.

The Department did state, however, that until such a time as the Village could see its way financially to take care of their water mains on State Highway 8, the Department would terminate the major construction on either end of the 2500 foot section involving the Village water mains and that the surface betterment project would be made simultaneously in this urban section omitted in the major construction.

The delegation inquired as to the status of the allocation of construction moneys for State Highway 99 between Kendrick and Troy and were informed that none is contemplated for 1963 but that the Department has been trying to acquire a materials source for a maintenance stockpile site to no avail because the owner of the materials source land and the Department were unable to agree on the appraised valuation offer by the Department.

Bear Lake County. Next appearing before the Board were Bear Lake County Senator Whitney Transtrum and Representative Frank W. Hirschi.

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Their main concern was the Department's cooperating by granting approaches and fills for parking on the right of way and side street right of way to a 100 x 150 foot corner lot that has been offered by the L.D.S. Church to the State for a historical monument dedicated to Gutzon Borglum, sculptor of Mount Rushmore, who was born in St. Charles.

The Village will maintain the property inside the property line by mowing the grass, controlling the weeds, and irrigating the lawn. They will plow the ground and plant the lawn (see letter to Rep. Frank Hirschi from St. Charles dated January 21, 1963.).

The Historical Society is collaborating in wording for a historical sign to be erected facing the highway.

The legislators inquired as to the status of the Montpelier railroad overpass and concurred with the Board in their current plans to program the reconstruction of U.S. 30N to the Montpelier line. Before consideration is given for programming the railroad overpass. Both urged construction of the railroad overpass at Washington Street be programed as early as possible.

Teton County Senator Richard Egbert and Representative Max Rammell met next with the Board.

The legislators were on a get-acquainted appointment with the Board and inquired as to the future plans regarding the improvement of State Highway 33 between Newdale and Tetonia.

The legislators were informed that there is programed for 1963 a maintenance betterment project for this route from a point 4 miles east of Newdale to Tetonia. This section will, when completed, have a 22-foot wide pavement. The legislators agreed that this would help the route considerably.

Senator Egbert requested the Department to consider a curb and gutter urban section when S.H. 33 is improved through Tetonia.

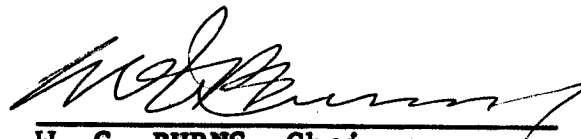
Improvement of S.H. 15 through McCall. The Board authorized the Department to include in the 1963 Program a maintenance betterment improvement of State Highway 15 through McCall. The cost of the project would be approximately \$20,000.

Request for Exchange of Land - S.H. 28. The request of Frank VanMeter, owner of Club 28 on State Highway 28, 5 miles south of Salmon, to exchange some of his property for adjacent State owned land was presented.

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The Right of Way Division was instructed to contact Mr. VanMeter and bring back to the Board a recommendation for their consideration.

WHEREUPON, the Board adjourned until its next meeting scheduled for February 25, 26 and 27, 1963.



W. C. BURNS, Chairman

Read and Approved  
March 11, 1963  
Boise, Idaho

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

February 25, 26 & 27, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m., in Room 201 of the State Highway Building, Monday, February 25, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

STM-4114(535), (536), 4161(505), 4800(511), 4812(502) & 4814(505) & STOCKPILES 4440 and 4441 - The work consists of seal coating approximately 39.56 miles of various highways in the vicinity of Moscow, and furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Moscow and Harvard, in Latah County - State financed. The contract was awarded to Carl Carbon, Inc., Spokane, Washington, the low bidder, on January 31, 1963, in the amount of \$136,232.90.

S-6804(3) - The work consists of constructing a 220 foot concrete bridge and 0.78 mile of approaches at Fall River, in Fremont County - Federal Aid Secondary and State financed. The contract was awarded to Neilsen & Miller, Twin Falls, Idaho, the low bidder, on February 13, 1963, in the amount of \$166,472.60.

STOCKPILE 5434 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to U.S. Highway

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No. 95A, in the vicinity of St. Maries, in Benewah County - State financed. The contract was awarded to Grant Construction Company, Hayden Lake, Idaho, the low bidder, on February 7, 1963, in the amount of \$31,207.50.

STM-5041(540) - The work consists of constructing a plant mix bituminous surface (seal) on 4.25 miles of U.S. Highway No. 10, in the vicinity of Post Falls, in Kootenai County - State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low and only bidder, on February 25, 1963, in the amount of \$18,634.50.

I-90-1(37)11 - The work consists of seal coating the shoulders and ramps on 4.955 miles of Interstate Highway No. 90, Coeur d'Alene Belt Route, in Kootenai County - Federal Aid Interstate and State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, on February 25, 1963, in the amount of \$11,645.00.

STM-5732(506) - The work consists of seal coating approximately 6.1 miles of SH-41, Rathdrum - Seasons, in Kootenai County - State financed. The contract was awarded to N.G. Johanson, Spokane, Washington, the low bidder, on February 25, 1963, in the amount of \$6,507.50.

F-3311(5), F-FG-3311(2) & F-3111(8), 2.5 mi. N. of Wilder to Jct. of US-20-26 I.C. (incl.) Canyon County - Federal Aid Primary and State financed. The contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on February 26, 1963, in the amount of \$758,184.25.

Reorganization of Board. The Board reorganized, as provided in statute, and the following were unanimously elected:

W. C. Burns - Chairman  
Ernest Gaffney - Vice-chairman  
R. Doyle Symms - Member

Meeting with Governor Smylie. The Board met with Governor Smylie and showed a graphic illustration of the manner in which the Department will "roll out the red carpet" on U.S. and State highway entrances and exits at Idaho's borders. The Governor approved of the list shown.

Mr. Bennett indicated that the Governor would be contacted as soon as the schedule has been formulated to paint the welcome signs and the Governor stated that he would like to assist in painting the

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first pavement sign. Mr. Bennett will check with him as to a location that would fit in with his schedule.

Current legislation was discussed with Governor Smylie.

The Governor asked that a gardner-landscape part-time employee of the State now working on the Governor's mansion grounds, if possible, be made a full-time employee by working the balance of his hours on landscaping at the State Highway Department grounds, should the Department have need for the services and time sufficiently to make a full-time job for him.

Mr. Bennett said he would check into the matter and report back to the Governor.

Meeting with Transportation & Defense Committees Chairmen. The Board met with the Chairmen of the Transportation and Defense Committees for an exchange of information and impressions that the Chairmen and Senator Watt Prather had growing out of the introduction of Senate Bill 74 "The Accelerated Possession Right of Way Bill."

The legislators indicated that the main resistance encountered was because of an inherent dislike for the taking of property under eminent domain.

The Bill was lost in the Senate 17 to 24, 6 absent.

The Committee recommended that the Right of Way Division hold meetings with the various ownerships of parcels needed in a highway project before the appraisers and negotiators contact them. This preliminary educational contact should prepare the property owners as to what is expected rather than being contacted in a direct manner when the negotiators inform them that the property is needed.

The public relations were stressed, either by having this preliminary meeting with the property owners or at least a personal contact by a public relations right of way man prior to the appointment when dollars and acreage are discussed.

The Board agreed this suggestion had a lot of merit. Mr. Bennett indicated it would be applied.

Hearing on Relocation of S.H. 69, Meridian Interstate Connection. After reading the transcript of the public hearing held at Meridian February 18, the Board determined that the proposed project will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Meridian, and executed their Decision in the affirmative.

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Mayor L. J. Josephson, of Payette, by letter indicated the City's desire to initiate the street improvement of State Highway 52 between the canal bridge westerly and 8th Street, known as 2nd Avenue South.

This project, the Mayor indicates, will come under the accelerated public works program and entails the re-grading, applying ballast, and paving the middle 24 feet of the road. Payette's Consulting Engineer Toothman estimated the State's share would be \$19,500. The Board agreed to the State's participating to the extent of \$19,500 only.

Suggestion for Counsel from Attorney General's Office. The Board received the following letter from the Appropriations and Finance Committees dated February 15, 1963:

"It is the desire of the Joint Finance and Appropriations Committee of the Thirty-seventh Legislature that the Idaho Board of Highway Directors consider at the end of the next two-year period, receiving legal counsel and assistance from the Attorney General's office.

Your consideration of the above request will be greatly appreciated by the Joint Committee.

/s/ Rodney A. Hansen  
Rodney A. Hansen, Chairman  
Senate Finance Committee

/s/ Jenkin L. Palmer  
Jenkin L. Palmer, Chairman  
House Appropriations Committee"

In a discussion with the two Chairmen, they indicated to the Board that the thought behind the communication was purely a suggestion, but felt it deserves serious consideration.

Priest Lake to Porthill Route Study. State Highway Engineer Bennett discussed with the Board the cost allocation of a route study from Priest Lake to Porthill via the Porthill Ferry and recommended that this study be financed by the U.S. Forest Service and not from Forest Highway Fund allocations. To this the Board concurred.

Hope Forest Highway Project. The Board read the Northern Pacific Railroad Company's letter of January 31 to Norman Wood, Federal Projects Engineer, Bureau of Public Roads, Portland; Hope Village Board Chairman William Colwell's letters of February 9 and 15; Consulting Engineer Donald W. Largent's letter of February 14; Norman

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Wood's letter of February 15 replying to Board Chairman Colwell; and a layout sketch map by Mr. Largent dated February 8, all involving Forest Highway Project 5-1(1), Hope, Idaho.

The Board determined that the Bureau of Public Roads should proceed on the project as per their last proposal; and that if this project is ever to get off the ground, further changes should not be entered into. The Board viewed the current plans on the Hope section to be ample in answering the requests of the beach and marina requests outlined by the Village of Hope since the project's inception in 1957 and requests by the Village since then.

Mobile Home Policy. The Board approved and signed a statement of policy covering the movement of 10-foot and 12-foot wide mobile homes by permits over stated routes in Idaho as reflected in Exhibit C-1 which is made a part hereof, with like effect as though extended in full herein. (A transcript of the request made January 24 is in the files of the Board Secretary.)

Purchase of UNIVAC Computer. The Board considered purchasing the Department's UNIVAC Computer that is being operated on a rental basis.

It was pointed out that the computer should answer the Department's needs for the next 5 years. On the rental basis of \$7100 per month, the Department would have spent during the next 5 years \$426,000. The computer is being offered for outright purchase at a price of \$187,187. Contractual maintenance for 5 years at \$1265 per month would amount to \$75,900, making a total outlay for the next five years of \$263,087. Should the Department purchase the computer, a saving over the next 5 years would amount to \$162,913.

The Board requested the Department to have the offer extended to April 1 because the forthcoming Department Biennial Budget has not been approved by the legislature as yet. The Board also wishes to see a copy of the maintenance agreement at the next Board meeting.

#### Urban Speed Limits in Pocatello (U.S. 30N, 91 & 191)

The Board approved the prima facie speed limits upon urban extensions of the State Highway System on U.S. 30N, U.S. 91 and 191 and business loops in the City of Pocatello as recommended and stated in marked Exhibit A-1 which is made a part hereof, with like effect as though extended in full herein.

#### Rural Speed Limits in District 4 (S.H. 99)

The Board approved the prima facie speed limits upon rural extensions of the State Highway System on S.H. 99 from Kendrick to

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Troy as recommended and stated in marked Exhibit A-2 which is made a part hereof, with like effect as though extended in full herein.

Removals from the State Highway System (U.S. 95)

The Board approved the removal of 5.030 miles of frontage roads along State Highway U.S. 95 easterly from Lewiston East City Limits as shown in official Exhibit B-1 which is made a part hereof, with like effect as though extended in full herein.

The Board approved the removal of 0.435 miles of U.S. 95 south of Algoma in Bonner County as recommended and stated in official Exhibit B-2 which is made a part hereof, with like effect as though extended in full herein.

Re-allocation and Priority Schedule of 1963 Forest Highway Projects,  
to be advertised prior to June 30, 1963, by Bureau of Public Roads  
for Board concurrence:

<u>Priority</u>	<u>Project No.</u>	<u>Route &amp; Work Type</u>	<u>Termini</u>	<u>Program Amount</u>	<u>Est. Action Date</u>
1.	5-1(1)	Clark Fork 2-Overpass & Appr.	Hope-Denton	\$675,000	*Call for bids, 4-1-63
2.	50-1(2)	St. Joe River Gr. Base - BST	4.5 mi. E. St. Maries-easterly 4.5 mi.	500,000	4-10-63
3.	49-1(1)	Bitterroot-Big Hole, Base-Bit. Pav.	Lost Trail Pass - Mont. Line	55,000	4-1-63
4.	47-1(2)	Mt. Home-Hill City Grade-Base	Proj. 47-1(1) Westerly 4.5 mi.	425,000	5-1-63

\*Date predicated upon execution Railroad  
agreement by 3-15-63.

TUESDAY, FEBRUARY 26, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman

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R. Doyle Symms, Member  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary

Personnel. Transfer and reclassification was approved for Laurence Flamm Browning from Senior Resident Engineer at District 6 to Assistant District Engineer at District 1. No change in salary.

The Board approved an ingrade raise for Robert E. Daley, Equipment Supervisor, \$735 to \$761.

Utility Relocation Determinations. After reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-FG-3311(2), Jct. U.S. 95 & Jct. U.S. 20-26 I.C., Canyon County - Idaho Power Company

F-4201(10)FH, State Highway 9, Kooskia-East, Idaho County - Pacific Northwest Bell Telephone Company, Kidder Ridge Telephone Company, Harris Ridge Farmers Telephone Company, Washington Water Power Company, Tahoe Farmers Exchange Telephone Company

F-3311(5), Jct. U.S. 95 - Jct. U.S. 20-26 I.C., Canyon County - Owyhee Telephone Company, Idaho Power Company, Idaho Telephone Company

I-90-1(41)34, Rose Lake Cut Benching, Kootenai County - Washington Water Power Company

S-4720(1), Clearwater Bridge at Kooskia, Idaho County - Pacific Northwest Bell Telephone Company, Washington Water Power Company

Control of Access as approved by the Board:

I-80N-3(17)196 - Greenwood I.C. (excl.) - Interchange Jct. S.H. 25 (excl.) near Minidoka County Line -- Full control of access

I-80N-3(15)176 - Interchange Jct. U.S. 93 (excl.) - Jct. S.H. 50 I.C. (excl.) -- Full control of access

F-UG-1024(13) - Benton Street Overpass in Pocatello -- Standard Approach Policy

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S-3806(14), Duck Valley Indian Reservation, North; S-3806(15) & F.L.H.-17(1), Grasmere, South -- Standard Approach Policy

Out-of-State Travel approved by the Board:

Radio Engineer Tony Sternling to Boyne Falls, Michigan, June 12-14, AASHO Radio Committee

State Highway Engineer Bennett to Washington, D. C., May 6 - 11, Pan-American Highway Congress

State Highway Engineer Bennett and other necessary Department personnel to go to Portland, Oregon, on the matter of the Idaho Falls Railroad property right of way acquisition on the Cottage Avenue Project.

State Highway Engineer Bennett to AASHO Transport Committee, of which he is a member -- date and place have not been determined.

Bridge Across Clearwater River. The letter from the Army Engineers, Walla Walla, indicated that the idea of a new bridge across the Clearwater River in the vicinity of Ahsahka has been abandoned. The structure was to be used during the construction of the Bruce's Eddy Dam.

S.H. 51 Roadside Park. The matter of a continuing water right on the Tindle Roadside park on State Highway 51 near Bruneau was reported to the Board by Assistant State Highway Engineer McCrea to the effect that Mr. Tindle would guarantee water to the roadside park as long as he is alive.

The Board stated that this was as much as could be expected and authorized the Department to proceed with the agreement with Mr. Tindle outlined in January's Board Meeting.

Burley S.H. 27 Project. Mayor Leonard Salmon, of Burley, called the Board inquiring as to what the Board's disposition would be regarding immediately starting on the State Highway 27 proposed project from the Burley Interstate Interchange to the Snake River, if the Mayor could prevail upon the property owners involved to stipulate possession.

The Board indicated it would certainly expedite the project, which has been in litigation for some time.

A request for the opening of 6th Street and a connection to the McClintock service station property on the west side of State Highway

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27 was again denied by the Board, who indicated there would be no further changes made on the proposed plan other than that of extending the frontage road from Station 76+25 to Emerson Road at approximately Station 71+50, all on the west side of the highway.

Participation in Gutzon Borglum Memorial. The matter of the degree of Department participation in the Gutzon Borglum memorial at St. Charles on State Highway 89 was discussed and the Board determined that District Engineer Richardson should go over the matter with Senator Transtrum, of Bear Lake County, when the Senator returns from the legislature. Mr. Richardson will then make recommendations to the State Highway Engineer.

Hiring Consultant Engineers. Mr. Bennett asked for permission to proceed with 4 projects involving the hiring of consulting engineers to do all the engineering for those projects. The consulting engineers will be engineers located within the State of Idaho.

The Board approved the request and told the Department to proceed with contracting the consulting engineer's services for the following 4 projects planned for 1963:

I-90-1(29)50, Kellogg to Osburn  
 I-80N-1(24)28, Caldwell to Nampa  
 S-3832(3), S.H. 16, Ada County Line to Emmett,  
     Freezeout Hill Relocation  
 FLH 17(1) & S-3806(15), S. H. 51, Grasmere South

Orders of Condemnation. The Board approved the following:

I-80N-1(12)37, Parcel Nos. 26 & 26-E-1, Roy M. & Elsa Mable Gale  
     " Parcel No. 27, Elmo S. & Jessie T. Powell  
     " Parcel No. 28, Esther Hardin  
     " Parcel No. 30, Martin W. Osborn Jr. & Lucille  
         C. Osborn  
 F-2361( 18), (U.S. 30), Parcel Nos. 16, 16-E-1, 16½, 16½-E-1,  
     Dard D. Laughlin & Margaret Louise Laughlin,  
     (formerly husband & wife)

Approval of Special Quitclaim Deed was given by the Board on Parcel No. 42A of S-US-3754(2), S.H. 45 - City of Nampa.

Approval of Right of Way Settlements in Excess of \$20,000 was given on the following:

I-80N-1(19)25, Parcel No. 2, Lucille Kable - \$20,000

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I-80N-1(19)25, Parcel No. 10, Farmers Cooperative Ditch Co. - \$40,000  
 I-80N-1(12)37, Parcel No. 2, Paul M. & Esther Marie Rea - \$26,000  
 " Parcel No. 5, Mervin L. & Virgiline M. Tiegs - \$20,000  
 " Parcel No. 6, George C. King - \$27,500  
 " Parcel No. 20, Ethel J. McFarland, \$25,000 - \$30,000  
 " Parcel No. 22, Andrew J. & Vera E. Brandt - \$22,000  
 " Parcel No. 25, Clyde E. & Ellen S. Taylor - \$25,000  
 U-3021(8), Parcel No. 2, Max B. & Virginia E. Lewis - \$45,000  
 " Parcel No. 3, Frank A. & Anna King - \$35,000 for right of  
 way and damages, \$40,000 total ownership  
 " Parcel No. 4, Everett A. & Irene K. Fulton, \$25,000

Purchase of Proposed Borrow Sources. The Board determined to not purchase the 5 borrow sources on I-80N-3(11)164, W. Jerome I.C. (incl.) - U.S. 93 I.C. (incl.).

Purchase of Service Station - Kimberly. The Board approved the Right of Way Division's negotiating purchase of the Holmes Service Station property at the corner of Main Street & U.S. Highway 30 in Kimberly, Idaho

### WEDNESDAY, FEBRUARY 27, 1963

The meeting of the Highway Board reconvened at 8 a.m., in Room 201 of the State Highway Building with the following persons present and participating:

W. C. Burns, Chairman  
 Ernest Gaffney, Vice-chairman  
 R. Doyle Symms, Member  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Board Secretary

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-90-1(41)34 - The work consists of benching the existing cut slopes in the Dudley slide area, in the vicinity of Rose Lake Jct. of Interstate Highway 90, approximately 22 miles east of Coeur d'Alene in Kootenai County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. The low bidder on this job was Century Construction Inc., Kellogg, Idaho, in the amount of \$25,480.00.

STM-2391(516), 2361(534), 2727(505) & Stockpile No. 2430 - The work consists of seal coating approximately 17.35 miles of US-93,

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Nevada Line - North, and 6.9 miles of SH-74, Godwin Corner - Twin Falls, constructing a plantmix bituminous (seal) on 8.2 miles of US-30, East Five Points - Filer and furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Twin Falls, in Twin Falls County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Duffy Reed Construction Co., Twin Falls, the low bidder, on March 1, 1963, in the amount of \$109,364.60.)

S-4800(8) & STM-4810(503) - The work consists of seal coating 10.025 miles of SH-8 and approximately 10.0 miles of SH-43, Deary-Bovill & Bovill North, in Latah County - Federal Aid Secondary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, on March 1, 1963, in the amount of \$30,119.75.)

STOCKPILE 1413 - The work consists of furnishing aggregate surfacing material in stockpile, adjacent to US-30N, in the vicinity of Montpelier, in Bear Lake County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, Hartwell Excavating Co., Idaho Falls, Idaho, in the amount of \$10,456.00.

S-4720(1) & STOCKPILE 4413 - The work consists of constructing the roadway, a 247' concrete bridge and a roadmix bituminous surfacing on 0.214 mile of Kooskia Streets, and furnishing aggregate surfacing and cover coat material in stockpiles in the vicinity of Kooskia, in Idaho County - Federal Aid Secondary and County and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Hollibaugh Construction Company, Orofino, Idaho, the low bidder, on March 6, 1963, in the amount of \$136,743.25.) Subject to the approval of the Kooskia Highway District Commissioners.

New Meadows Maintenance Shed - Surplus Property. Assistant State Highway Engineer McCrea informed the Board that the Department recommended that the old maintenance shed at New Meadows be declared surplus, as the need for the property no longer exists. The Board requested the Department to submit appraisals for Board consideration.

Senator Samuelson, Bonner County. Appearing before the Board was Senator Samuelson, of Bonner County, urging that the Highway Board consider the next allocation of construction moneys on U.S. 2 in the vicinity of Sandpoint be used to eliminate the rocky points between Thama and Laclede. Senator Samuelson pointed out the hazardous curves in that area and the excessive property damage that

vehicles are experiencing because of the deficient narrow current design of the roadway. The Board thought the Senator's position was well taken and early construction should be pointed to those sections.

In support of the Senator's position letters making a similar request were read from Mrs. J. Russell Dahl, Sandpoint, and the Sandpoint Chamber of Commerce, dated February 19.

Rexburg, Rigby, St. Anthony Delegation. Next appearing before the Board were the following city and county officials who outlined the desires of the local communities regarding the relocation of U.S. 191 in Rexburg, Rigby, and St. Anthony:

Ralph Sommers, Rexburg	Delbert G. Taylor, Rexburg
C.M. Bright, Jefferson	M. Karl Shirtliff, Rep.,
County Commissioner, Rigby	Jefferson County
C. Richard Broulim, Chamber	W. H. Shuldberg, Jefferson
of Commerce, Rigby	County, Terreton
Darwin Mickelsen, Rexburg	Karl Klingler, Rep., Madison
Farrell Rock, Madison County	County
Commissioner, Rexburg	Dick Smith, Senator, Madison
J. Elmer Moss, Jefferson	County
County Comm., Rigby	Keith Jergensen, County
Bill Frome, Rep., Fremont	Attorney, St. Anthony
County	Anthony Gardner, Chamber
	Director, St. Anthony

Senator Smith indicated the 3 towns are firm and together in the following proposals:

In Rigby - that U.S. 191 should continue through Rigby along the west side of the railroad tracks. The route along the tracks was proposed by Chamber of Commerce Secretary Broulim. Representative Shirtliff concurred in the route along the tracks as being the best for the City.

In Rexburg - should enter 4th Street South and on to 2nd West to connect with the alignment north of the City. Mr. Rock stated this route will serve the County best and not cause duplicate roads to be maintained. Representative Klingler said a better route could not be chosen.

In St. Anthony - use the present routing through the City since a new bridge is being built and the City Council has indicated the City's willingness to prohibit all parking by the City on the present route, thus affording 6 lanes of traffic.

Mr. Bright concurred in the requested route as being very favorable to the County.

The delegation appraised the fine work of the Planning and Traffic Division in the meetings with the 3 cities and for permitting them to help solve the relocation problems.

The group indicated that in jointly working out this study, factors were brought to light that they were not aware of and in some cases that put an entirely different light on the final route to be selected.

The Board indicated these opinions would be given full consideration by the Board in selecting what routes would be offered to the 3 cities in public hearing.

Chairman Burns said that he was happy that the delegation was pleased with the progress and public relations growing out of this study participated in by the cities and the Department on the relocation of U.S. 191.

The timing of the sections from Rigby North as related to that from John's Hole Bridge to Rigby was discussed. Chairman Burns stated that the John's Hole Bridge to Ucon would probably be under construction first and then the other sections to the north as the location study becomes complete.

Mr. Burns said the Board is still interested in the possibility of using the present road on the east side of the tracks in some sections as versus the economics of building an entirely separate 2-lane facility on the west side.

Planning and Traffic Engineer Pearring stated that a 2-lane facility was, in his opinion, going to be ample for several years to come between Ucon and Chester, although right of way acquisition for 4 lanes would probably be recommended.

Dubois Delegation. Next appearing before the Board was Representative Roy M. Laird, of Dubois, with former Representative R. S. Willes and County Attorney A. B. Christensen.

Messrs. Willes and Christensen urged the Department to delay as long as possible the completion of the Interstate section immediately west of Dubois to permit traffic to enter the business section of Dubois as long as possible.

A petition outlining the desires of the community, signed by the businessmen of Dubois, was left with the Board by Mr. Willes.

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It was pointed out by Chairman Burns that the project has been delayed as long as possible in compliance with the request made by the City in the public hearing in August 1957.

The Board is at the same time conscious of the hazardous transition of the Interstate section south of Dubois--it approaches a bad curve coming off the Interstate at high speeds. That section from China Point south will be put under construction as early as possible and the section from Dubois interchange south will follow sometime this year.

Mr. Christensen pointed out to the Board the importance of improving the road from Spencer to U.S. 191 and wondered if the State could expedite the construction by putting the road on the State Highway System. Mr. Burns pointed out that this would deprive the road of future Forest Development moneys, as it would be no longer eligible for those funds if it were put on the State Highway System. Forest Highway Funds have been recently doubled by Congress and, in the Board's opinion, construction moneys would be more readily available from that source than from the State Highway System standpoint.

Lincoln County. Next appearing before the Board was a delegation from Lincoln County headed by Senator Jack Murphy and composed of the following, urging that a connecting road be built by the State from Richfield south to S.H. 24, connecting at Owinza or Sid.

Edward C. Schisler, Richfield  
 Lyle R. Piper, Richfield  
 Frank Crowther, Richfield,  
     Highway District  
 R. M. Capps, Highway District,  
     Richfield  
 Harrell A. Thorne, Chamber  
     of Commerce, Shoshone  
 C. M. Ward, Richfield City  
     Trustee  
 Mont. A. Johnson, Village  
     Chairman, Richfield  
 Odell Chatfield, Master  
     Pomona Grange, Richfield  
 Elmo Patterson, Bishop  
     Richfield  
 Joe Taylor, Kimima Highway  
     Dist., Chairman, Paul  
 Robert R. Glenn, Chamber of  
     Commerce, Ketchum

H. L. Mesing, Dietrich  
 Charles Johnston, Richfield  
 Ward A. Mills, Representative,  
     Lincoln County, Shoshone  
 Gail Hansen, Richfield  
 Clifford Conner, Richfield  
 F. R. Briggs, Supt. of Schools,  
     Richfield  
 Lowell Jeffries, Mgr., Bank of  
     Idaho, Richfield  
 Mrs. C. F. Chatfield, Richfield  
 Mrs. Odell Chatfield, Grange  
     Master, Richfield  
 C. F. Chatfield, Highway Commis-  
     sioner, Richfield  
 Edgar Stubbs, Richfield P.T.A.  
 Edward Striker, President, Ketchum  
     Chamber of Commerce

Petitions and reasons for the request were presented to the Board from the Rural Area Development Organization; President, Richfield Lions Club; Richfield Community Improvement Committee; Richfield Highway District No. 3; Village Board of Trustees of Richfield; Richfield Grange No. 151; Richfield P.T.A.; Richfield School District 316; and Rupert Chamber of Commerce.

It was pointed out that such a road would save 27 miles of school bus routing for the School District. It was estimated that the traffic count on State Highway 24 would double its present A.D.T. of 75. Senator Murphy indicated the Bureau of Land Management has moved north of Sid, which will increase the demand for this road.

Mr. Capps suggested that the best location would be a 12-mile route connecting S.H. 24 at Owinza.

Mr. Striker predicted that they could increase the volume of traffic on S.H. 24 by a third if this connecting road is made to Richfield, which will be attributed to Sun Valley traffic that would move over this route because of the saving in distance.

The Board indicated there is already an unfinished commitment that has to be met in the way of improving S.H. 24 before consideration can be given for adding this requested route to the State Highway System. The delegation agreed that the Department is correct in proceeding with its present plan of bringing S.H. 24 up to modern standards before taking additional commitments onto the System.

No commitments were made by the Board, but they promised they would take the requests under consideration at the completion of the first commitment.

Fruitland Civic Club. The next group to meet with the Board was a delegation from Fruitland, composed of:

Ralph Garman, President of  
the Board, Ida-Ore Fruit  
Growers, Inc.  
Francis Violet, Fruitland

Kent Gist, Fruitland Civic  
Club  
George Strange, Jr., Fruit-  
land Civic Club

The delegation urged the Board to consider staying on the present alignment approaching Fruitland from the south and continuing on the west side of the tracks towards Gayway Junction.

Mr. Garman indicated that the present packing shed owned by his association could be purchased for approximately \$150,000 if this route were to be selected. This would not include any of the new cinder block structures in the vicinity owned by the group.

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Mr. Violet said the delegation's primary concern was good access to the town and business section, but they did not want an overpass at the end of the main street.

The Board indicated they would take the resolution submitted by the delegation pertaining to the routing of U.S. 95 through the area under consideration pending the completion of the route study by the Planning Division. It was pointed out that a public hearing would be held after a route had been selected to bring to the people of the area for their consideration.

City of Sandpoint. Next appearing before the Board was Mayor Floyd Gray, Sandpoint, who discussed the possibility of the State's trading their old maintenance shed on 5th Avenue for property on 1st Avenue off the connection with Main Street.

After considerable discussion, the Board indicated that they could see no advantage in trading property, inasmuch as the Department does not know at this time what route a relocation would take going north through Sandpoint. It would be unwise for the Department to trade its present 5th Avenue property for a location that might not be used by a relocation route through Sandpoint, but it was the determination of the Board that the Department should start processing the 5th Avenue maintenance shed property for public auction as soon as practical to get it on the tax rolls and thus permitting the Department to have use of the money.

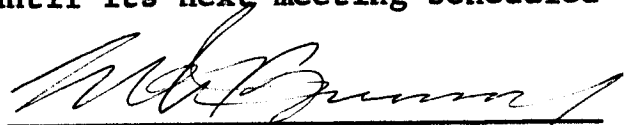
Mayor Gray stressed the need for the immediate rebuilding of the bridge at Cedar Street or a new bridge at Main Street leading to the recreational beach area east of town.

The Department indicated they could be of no assistance in answering this need as the future location of a route north and south through Sandpoint has not been determined.

Mayor Gray inquired as to when the Board would be in North Idaho again, to which the Board replied they would probably be in that area in May or June. The Mayor stated he would be glad to have the Board look at the area discussed. The Board said there would be no harm in looking at the area the Mayor has in mind.

WHEREUPON, the Board adjourned until its next meeting scheduled for March 11, 12 & 13, 1963.

Read and Approved  
March 12, 1963

  
W. C. BURNS, Chairman

February 27, 1963

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

March 11, 12, &amp; 13, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m., in Room 201 of the State Highway Building, Boise, Idaho, Monday, March 11, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the January 21, 22, 23 & 24, 1963, Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-15-1(17)47 Signing, Merrill I.C. - No. Inkom I.C. Bannock County - The work consists of furnishing and installing traffic signs on 11.155 miles of Interstate Highway No. 15, Merrill Road I.C. - No. Inkom I.C. and O.H. sign illumination of the Merrill I.C., in Bannock County - Federal Aid Interstate and State financed. The contract was awarded to Louis W. Brooks, Caldwell, Idaho, the low bidder, on March 12, 1963, in the amount of \$15,541.10.

Speed Limits in Oakley (S.H. 27)

The Board approved the prima facie speed limits upon urban extensions of the State Highway System on State Highway 27 in the City of Oakley, as recommended and stated in marked Exhibit A-3 which is made a part hereof with like effect as though extended in full herein.

Payment of Overtime - covered in a bill.

The Board discussed in general a policy regarding a bill recently passed by legislation. The bill would permit the Department to pay overtime and/or compensatory time for overtime worked by State employees below the supervisory level.

The Board indicated that consideration should be given to striving for a 50 per cent remuneration and 50 per cent compensatory time. It was pointed out that no one should be denied cash remuneration. Compensatory time should be applied during the time the Department's work is slack.

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It was pointed out also that compensatory time of regular maintenance personnel should, where feasible, be taken prior to the end of the month in which overtime occurred.

It was recognized that an over-all policy would be difficult both from the operations standpoint and because of the varying types of work categories that are involved and would differ when applied to seasonal workers as compared to 12-month employees.

The Department was requested to submit a proposed policy at the April Board Meeting.

Approval of Change Orders for Wallace-Mullan, I-90-1(22)62, Stage II. The Board approved change orders and extra work orders on the above project in the anticipated amount of \$967,692.11.

This additional work was necessitated by slides and slope changes that have occurred and corrective measures that should be taken to prevent additional slides through the project.

Because the project is only 50 per cent complete and the contractor, Max J. Kuney Company, is still on the job, immediate attention to the problem was necessary. A detailed account of the yardage and details is available in Central Files, correspondence dated March 11 from the Construction Engineer to the State Highway Engineer. Mr. Burns commended the Department for recognizing the situation and taking action at this stage of the contract.

Out-of-State Travel authorized by the Board:

State Highway Engineer Bennett and Specifications Engineer Jack Stowe to AASHO Construction Committee Meeting, Chicago, April 1 - 5.

State Highway Engineer Bennett to AASHO Executive Committee, Boyne Falls, Michigan, June 19.

Staff Appraiser John Stratton to attend Real Estate Appraisal Seminar, at the University of Utah, July 22 - 27, including tuition of \$115.

Purchase of UNIVAC Computer. The Board discussed purchasing the presently rented computer from the Sperry-Rand Company and asked the Department to submit a maintenance agreement and contract agreement for the Board's consideration at the April meeting. The Board chose also to await the Legislature's pending approval of the Department's budget.

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Billboard Controls. The Board read a letter replying to Senator Neuberger's inquiry as to Idaho's desire to participate in the extension of billboard controls on the Interstate System which will expire at the present session of Congress.

Senator Neuberger was informed that the Idaho Legislature, during the past 2 sessions, has taken no action on Idaho's participation. It was presented to the Transportation and Defense Committees of both sessions. Copies of the letter were sent to the Idaho Senators.

Closure of Stock Driveway by Forest Service, Ketchum-Stanley. Mr. Bennett reported that the Forest Service has closed the stock driveway from Ketchum to Stanley and there is no indication to date of the highway right of way being used for this purpose. It is presumed that stockmen are now transporting their livestock by truck.

Policy for Landscaping on State Highway System was received by the Board and is to be resubmitted at the Board's April meeting when the following thinking is included in the policy:

The Board urged the Department to apply functional planting along with their maintenance program and if local communities desire landscaping over and above the functional treatment, they should consider entering into an agreement for such additional landscaping they desire. The Department is to bear the cost of installation and the City is to assume maintenance.

Mr. Gaffney indicated the Board is more concerned about the future maintenance costs of those landscaping improvements over and above the minimum installation requirements to be set forth in the policy.

The Board indicated that the Department should inquire of local governmental agencies for any participation over and above the minimum requirements that they desire in their jurisdiction before any landscaping is done, thus wasting none of the initial minimum landscaping investment and efforts.

Mr. Gaffney stressed that in formulating the policy, the Department should keep in mind that our first responsibility is to keep our money on road construction and not permit landscaping to develop into an out-of-balance future maintenance cost pattern. The Board agreed to this.

Mr. Bennett pointed out that in the State of California Highway Department there are more people on the landscape maintenance category than there are on the rest of highway maintenance and warned that Idaho should not someday find itself in this position.

North Idaho Spring Tour. The Board indicated its desire to set up a tour for the 10 North Idaho counties the latter part of May. The Board would like to have a suggested itinerary for this tour submitted at the April meeting.

Public Hearings, were authorized by the Board to be held in April for the relocation of U.S. 191 on a line proposed from Ucon southwest to Idaho Falls and John's Hole Bridge -- Project F-6471(27).

Type of Access of New Highway - Johns Hole Bridge to Ucon. The Board instructed the Department that the proposed relocation of a new state highway from the Johns Hole Bridge to Ucon should be a controlled access facility with frontage service roads.

Proposed Designation of U.S. 191 North of Idaho Falls. The Board requested the Department to extend the designation of U.S. 191 to the Lewisville Road from Yellowstone Avenue northerly to a point at which a new state highway from Ucon southwest would connect with the Lewisville Road. Also, that present U.S. 191 from Ucon south to Beeches Corner would be removed from the State Highway System. The proposed Johns Hole connection from the Interstate interchange to the Lewisville Road at the above mentioned location would be otherwise numerically designated. Both changes would not become effective until the new facility is built and traffic is using it.

Control of Access - Approved by the Board. The Board approved the following:

S-3782(1), I.C. South of Meridian - Meridian S.C.L.

Full Control - From the Interstate Highway 80N Interchange South of Meridian - North to Station 443/50 $\frac{1}{2}$

Partial Control - From Station 443/50 $\frac{1}{2}$ , North to Station 459/25 $\frac{1}{2}$ . Access to be limited to two public road connections left and right of Station 446/00 $\frac{1}{2}$ .

Standard Approach Policy - From Station 459/25 $\frac{1}{2}$  to a junction with existing U.S. Highway 30.

TUESDAY, MARCH 12, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building with the following persons present and participating:

March 12, 1963

W. C. Burns, Chairman  
 Ernest Gaffney, Vice-chairman  
 R. Doyle Symms, Member  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Board Secretary

Minutes. The Board read and approved the Minutes of the February 25, 26 & 27, 1963, Meeting.

Orders of Condemnation. The Board approved and signed the following Orders of Condemnation:

I-80N-1(19)25, Parcel Nos. 6, 6-E-1, 6-E-2, Harry S. & Mary Burger  
 " Parcel No. 9, Robert J. & June W. Heck; Arthur C.  
 & Ruth Amy Allen  
 " Parcel No. 15, Howard R. & Thelma M. Jameson  
 F.H. 4-1(2), (S.H. 1), Parcel No. 2, Percy G. & Alice Kelson  
 " " Parcel No. 3, Percy & Alice Kelson

Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

F-2361(14), (U.S. 30), Parcel No. 78A, Velma I. Fyke Sjurson

Easement Agreement. The Board approved an Easement Agreement on the following:

F-4201(8), (S.H. 9), Parcel No. 3-E-1, Potlatch Forests, Inc.

Damage Claim - F-5116(14), Westmond-Sandpoint Bridge. The Board discussed a damage claim being pressed by William A. Randall on the above. Mr. Randall, a Department employee (maintenance), claims damage because of a raise in grade line. The Board authorized the Legal Division to negotiate settlement with a \$2000 ceiling, and report at the April meeting the outcome of the negotiation.

U-3021(8), Boise One-way Couplet, Parcel No. 2, Lewis - Texaco Service Station. The Board approved increasing the value of the parcel from \$45,000 to \$47,500.

Letter to Village Board Chairman, Hope, Idaho, FH 5-1(1). The Board approved a letter to Village Board Chairman William Colwell, Hope, Idaho, stating that if the project involving relocation of U.S. 10A in that area was to get underway this season, it would be necessary to firm up the current plans that have been developed by the Bureau of Public Roads for the project, and in the main concurred in by the Northern Pacific Railroad Company, sole right of way principal in the first contract.

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Board Chairman Colwell was advised that of this date the Board advised the Bureau of Public Roads to proceed with the project as reflected in the current plans which have reached a point of agreement between the Northern Pacific Railroad and the Bureau of Public Roads as well as providing the Village of Hope with equal or better beach and marina facilities than previously prevailed.

Meeting with Governor. The Board met with Governor Smylie and indicated that May 1 would be the date for applying the first "red carpet" treatment on highways entering Idaho, on U.S. 95 at Lewiston.

The Governor will participate in this first application of highway welcoming pavement signing.

In discussing the matter of the Department and the Board hiring legal counsel, it was the Governor's suggestion that the Board retain all its present powers regarding selection and employment of legal counsel for the Department.

Meeting with Attorney General. The Board met with Attorney General Allan Shepard and discussed the recent letter from the Chairmen of the Joint Appropriations and Finance Committees regarding the Department's legal counsel being Assistant Attorney General after July 1, 1965.

Mr. Shepard stated that he was pleased to have the present arrangement prevail but thought after 1965 the suggestion of the Joint Legislative Chairmen would be in order. However, he viewed that inasmuch as the Department's work was of such volume that he could not supervise all the legal work that went through the Department, he thought it would be better if the Department and the Board be entirely responsible for their legal counsel.

Sandpoint Maintenance Shed. The Board approved an appraisal price of \$6250 be established as a floor price in selling the surplus maintenance shed site in Sandpoint at Public Auction.

Exchange of Right of Way - Club 28, Lemhi County. Acting upon a request from the owner of Club 28, Frank VanMeter, for an exchange of right of way property owned by the State and private property of his, the Board determined after it was established that the State of Idaho does not hold fee title to the right of way, that the County be approached regarding the matter.

The Board suggested that the Department abandon to the County the land beyond the regular right of way boundary, who in turn can

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negotiate with Mr. VanMeter for that portion of the property he may need. The irregularity of the right of way boundary line was caused by the land at that point being an old railroad siding and the deed of it is fixed with Lemhi County only for the use of building a highway.

The proposed transaction would permit Mr. VanMeter to align his building with the regular highway right of way line and in no way encroach on the uniform right of way line at that point.

Right of Way Public Relations Advance Meetings with Property Owners. Messrs. Jack Mix and Lewis Hamblin, from the Right of Way Department, reported to the Board that the 2 meetings with property owners whose land would be needed for highway right of way were conducted in a very satisfactory manner, both to the property owners and to the Department.

The meetings were a result of a suggestion by the Senate Transportation and Defense Committee to better the Department's public relations in right of way acquisition.

Mr. Mix said that all property owners in the respective projects were pleased to get the advance information prior to the appraisal people calling on them for their property.

Roadside Rest Area Policy. A preliminary draft of a roadside rest area report was given the Board and is to be finalized at the April meeting of the Board, subject to a review by the Board of the Department's Budget now under consideration by the legislature.

The Board indicated that the goal of the Department at this time should be to put in a minimum of 2 rest areas per District on existing roads and, as new construction is put under contract, to incorporate rest areas into the plans where feasible according to policy as far as right of way acquisition and grading are concerned. However, building improvements, such as shade shelters, toilet facilities, water, etc., where practical, are to be built under separate contract bids.

In this preliminary view of the program, the Board indicated \$120,000 a year should be budgeted for the 12 improvements.

Hiring Architects. The Board stated that before architects are hired for buildings contemplated by the Department, a recommendation by the Department naming the architect it desires should be submitted to the Board for their approval.



It is the Board's thinking that located as they are in 3 parts of the State, they can be of help in determining the architect that can best serve the Department.

Expense Accounts for State Highway Engineer and Board Secretary. The Board requested that expense accounts for the State Highway Engineer and the Board Secretary be submitted for their approval.

Concrete and Metal Pipe Comparison. Mr. Burns noted the report to the Board on the comparison of the amount of concrete and metal pipe used on projects under contract. They requested information concerning the Department's design policy especially as regarding the design of concrete pipe where specified within 25 mile radius of concrete pipe plants in agreement with Board policy.

The question was whether designers are reducing pipe sizes in accordance with better flow characteristics of concrete pipe. It was pointed out that concrete pipe could be obtained in 3-inch size increments.

The Board also discussed the use of headwalls on metal pipe for increasing the flow characteristics.

The Board asked that the Department report concerning the matters considered above and also regarding the status of a study which has been underway for some time to determine if there is a method of specifying competitive alternates for concrete and metal pipe. Mr. Bennett indicated that a report would be ready for the Board at their next meeting.

Retirement Bill. Personnel Director George Neumayer reviewed with the Board the recently passed legislation regarding the State employees' retirement bill that becomes effective July 1, 1965, and stated a preliminary analysis of the bill indicates the possibility that Department personnel due to retire before that date could take a leave of absence, and thus not jeopardize their retirement status when the law would take effect July 1, 1965.

The Board indicated pleasure in the Department's giving those employees in that category this consideration.

#### WEDNESDAY, MARCH 13, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

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W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

ST-6742(505) & Stockpiles 6437 & 6438 - The work consists of constructing a road mix bituminous surfacing (half-sole) and seal coating on approximately 19.8 miles of SH-48, Roberts - 5 mi. E. of Rigby, and furnishing aggregate surfacing and cover coat material in stockpiles west of Idaho Falls and Swan Valley, in Jefferson & Bonneville Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Carl E. Nelson Construction Co. Inc., of Logan, Utah, on March 18, 1963, in the amount of \$168,576.50.)

ST-6521(507) - The work consists of constructing a road mix bituminous surfacing (half-sole) and seal coating on approximately 17.3 miles of SH-33, 4 miles east of Newdale to Tetonia, in Madison and Teton Counties - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, on March 18, 1963, in the amount of \$134,624.00.)

Controlled Access Through Public Land - Policy of Giving Due Notice to Public. The Board determined, after discussing the matter of giving the public due notice of controlled access through public lands, that it presented various and sundry problems that at this time had no apparent practical solution, commensurate with the degree of need for giving such notice.

Rupert Delegation. Appearing before the Board were Emil Mayer, Rupert farmer; and L. L. Wright, Rupert contractor, urging the Board to take on to the State Highway System a north and south Minidoka County Road 1 mile west of Rupert and to connect same to S.H. 24 immediately north of Heyburn. Two canal crossings would have to be built, as well as an at-grade railroad crossing.

The purpose of the request was to afford a segment of farmers north of Heyburn and north of State Highway 25 access to the Heyburn processing plant without negotiating the curve at the junction of State Highways 24 and 25.

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The Board indicated that in their opinion this road did not meet the characteristics of a State Highway, but more closely resembled a local farm-to-market road. They suggested that the request be taken up with the Minidoka Highway District in whose district the road is now located.

Smelterville Delegation. Next appearing before the Board was a delegation from Smelterville urging a present northwest connection to U.S. 10 be included in the design of the next Interstate project with an eastbound off-ramp connection to Smelterville.

The following delegation, representing the Lions Club and Merchants Association of Smelterville, made the presentation:

Merle Reaser  
Bill Noyen  
Earl T. Siler

Robert Alldredge  
Dan Nickerson  
W. O. Corsel

The contemplated improvement of the old highway from Pinehurst Interchange to Smelterville was pointed out to the delegation. They felt that this improvement by itself was not sufficient to adequately serve Smelterville.

The Board requested the delegation to have the Village Board of Smelterville and the County officials of Shoshone County send the Board statements as to the views regarding the requested east-bound off-ramp from the Interstate immediately northeast of Smelterville, which would connect to and be served by the present road into Smelterville.

Although no Village Board Members were in the delegation, they stated the Village Board concurred in the request.

Mr. Burns stated the Board would discuss the request further; and would make no snap judgment on it at this time.

Frank L. Benson's Request for Changes in Two Approaches, to his property in Power County - I-IN-15W-4(1)88 R/W. Frank L. Benson failed to keep a tentative appointment with the Board to discuss his request for changes in 2 approaches to his property in litigation under the name of Leroy A. Benson, a son.

The Highway Department is attempting to purchase an acre of land from Mr. Benson for a total consideration of \$378 and in addition thereto would deed him an acre of land for which we have no use. The

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price of the land has been agreed to, but Mr. Benson feels the State should make changes in 2 approaches which would require drainage pipe.

Mr. Benson failed to keep 2 appointments with the Right of Way Division which were set up to have him indicate the exact locations of the approaches.

It is estimated the relocation of the approaches which have been serving the land would cost about \$350.

The Legal Division and the Right of Way Division take the position that Mr. Benson may move the approaches to the control line as he sees fit, but that he must do so at his own expense. Mr. Benson states he has no money with which to move the approaches.

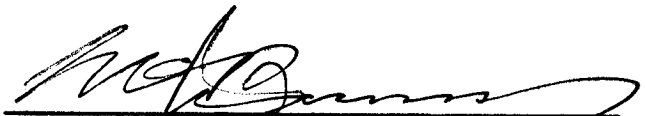
Legal Counsel Faber Tway stated that he had no feelings in the matter and it would certainly be agreeable with him if the State Highway Engineer or the Board were to authorize the Department to change Mr. Benson's approaches at State expense.

Mr. Benson's failing to appear before the Board resulted in the Board's making no decision in the matter.

Mr. & Mrs. Art King, Boise. At the request of Mr. & Mrs. Frank King, Messrs Burns and Symms called on them at their residence at 17th and Main Streets to discuss where the proposed line was being run and to what extent it would effect their property.

Although no offer had been made by the Department, the Kings stated they they feel the Department's appraisals would not be large enough. They also proposed that the line be shifted 27 feet towards 17th Street which would be the approximate original location proposed by the Department before the line was changed. The change of the present location was made at the request of the City of Boise.

WHEREUPON, the Board adjourned until its next meeting scheduled for April 22, 23, & 24, 1963.



W. C. BURNS, Chairman

Read and Approved  
April 24, 1963  
Boise, Idaho

March 13, 1963

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

April 22, 23, &amp; 24, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m., in Room 201 of the State Highway Building, Boise, Idaho, Monday, April 22, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

F-1481(23), ST-1481(520) & ST-1778(515) - The work consists of reconditioning and constructing a plant mix bituminous surfacing on 5.560 miles of U.S. 30N, Alexander - Soda Springs, and reconditioning and constructing a roadmix bituminous surfacing on 4.7 miles of SH -34 Grace, North, in Caribou County, Federal Aid Primary and State financed. The contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on March 22, 1963, in the amount of \$151,744.90.

STOCKPILE 1427 - The work consists of furnishing aggregate surfacing material in stockpile adjacent to US-30N, in the vicinity of Rock Creek west of Massacre Rock, located approximately 12 miles west of American Falls, in Power County - State financed. The contract was awarded to Duffy Reed Construction Co., Twin Falls, Idaho, the low bidder, on March 21, 1963, in the amount of \$9,200.00.

STOCKPILE 4417 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to SH-14 (MP 105.45) South Fork Station, located approximately 20 miles east of Grangeville, in Idaho County - State financed. The contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on March 21, 1963, in the amount of \$36,140.00.

STM-3271(531) - The work consists of constructing a concrete deck on the existing substructure on a county bridge over the Payette River near Cascade, in Valley County - County and State financed. The contract was awarded to Reed Construction, Inc., the low bidder, on March 25, 1963, in the amount of \$6,692.65.

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STOCKPILE 4442 - The work consists of furnishing aggregate base material in stockpile adjacent to SH-7, approximately 0.25 mile south of Nezperce, in Lewis County - State financed. The contract was awarded to Carl Carbon, Inc., Spokane, Washington, the low bidder, on March 28, 1963, in the amount of \$20,500.00.

STOCKPILES 3444 & 3445 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to SH-15 and U.S. 30, in the vicinity of Horseshoe Bend and New Plymouth, in Boise and Payette Counties - State financed. The contract was awarded to Quinn Brothers & Robbins, Inc., Boise, Idaho, the low bidder, on April 10, 1963, in the amount of \$36,653.00.

STOCKPILE 3447 - The work consists of furnishing aggregate surfacing and cover coat material in stockpile, adjacent to Mile Post 25.5 (SH-51) in the vicinity of Grasmere, in Owyhee County - State financed. The contract was awarded to Duffy Reed Construction Co., Twin Falls, Idaho, the low bidder, on April 10, 1963, in the amount of \$26,810.00.

STOCKPILE 5433 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to US-95A, in the vicinity of Harrison Jct., approximately 10 miles northwest of St. Maries, in Kootenai County - State financed. The contract was awarded to Zanetti Brothers, Osburn, Idaho, the low bidder, on April 10, 1963, in the amount of \$21,350.00.

Orders of Condemnation. The Board approved and signed the following Orders of Condemnation:

- I-15-1(8)57, Parcel Nos. 2, 2½, 25 - Peter G. Katsilometes, et al
- " Parcel No. 26, Black Rock Sheep Company
- " Parcel No. 6, Earl J. King, Frank Lew
- I-80N-1(19)25, Parcel No. 5, Robert A. & Marjorie K. Bushnell
- " Parcel No. 7, 7-E-1, Charlie F. & Vinita Thomas
- " Parcel No. 10, Robert & June W. Heck, Farmers'
- " Co-operative Ditch Company, Goodman Oil Co.
- " Parcel Nos. 13, 13-E-1, J.A. & Corene B. Bradford
- " J. B. & Betty Freeman
- " Parcel Nos. 14, 14-E-1, J.B. & Betty Freeman,
- " Mary Tucker
- I-80N-1(12)37, Parcel Nos. 6, 6-E-1 to 6-E-5, George C. & Edith
- " L. King, Earl & Patricia K. Huter
- " Parcel No. 9, 9-E-1 - 9-E-6, Elon Williams
- F-6471(17), Parcel No. 1, Trusty Parts Company, et al

A Special Warranty Deed was approved by the Board for the Village of McCall on Materials Source Vy-1 & 44.

April 22, 1963

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-90-1(7)11, Coeur d'Alene -

Remainder Parcel Nos. 19½, 20½, 21½, Portion of Block 1, Gridley Addition to the City of Coeur d'Alene - to be sold for not less than \$600.

Remainder Parcel No. 31½, Portion of Lot 19, Block 3, Borah 2nd Addition to the City of Coeur d'Alene - to be sold for not less than \$250.

Remainder Parcel No. 39, Portion of NE¼SE¼, Section 12, T. 50 N., Range 4 West - to be sold for not less than \$610

Remainder Parcel No. 40½, Portion of Lot 7, Block 14, Roche Park Addition to Coeur d'Alene - to be sold for not less than \$25

Remainder Parcel No. 58, Portion NW¼SE¼ Section 18, T. 50 North, Range 3 West, B.M. - to be sold for not less than \$25

Maintenance Yard No. 3030 and Shed No. 3032, Lots 10 to 18 inclusive, Block 41, Townsite of New Meadows, to be sold for not less than \$1200

I-15-3(3)117, Idaho Falls

Hayes property near the Broadway Interchange in Idaho Falls - sell tracts A and B together for \$50,000 and Tract C for \$42,960.

Claim on S-2864(2), Declo-North. The Board approved settlement of the damage claim on this project to Mr. & Mrs. Ambrose Moffitt, of Declo.

Claim on F-5116(14), U.S. 95. The Board determined to delay action on this damage claim of William A. Randall until the next Board meeting.

Additional Appraisal, on the Frank King property on Project U-3021(8) Boise One-way Couplet, was agreed to by the Board.

Redesignation of U.S. 10A to New U.S. Number was approved by the Board, from the Montana State Line to the Washington Line overlaying U.S. 2-195, subject to the concurrence for connecting routes by the States of Minnesota, North Dakota, Montana, and Washington, and the AASHO Route Numbering Committee.

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The joint request of these states proposes that the highway begin at Duluth, Minnesota, and end at Spokane, Washington.

The Coeur d'Alene City officials and the Chamber of Commerce objected to the proposed redesignation unless the route terminate at Coeur d'Alene as does present 10A.

The Board determined to proceed with the designation of a new U.S. route number as outlined above because of the east-west characteristics of the routing and since Coeur d'Alene already has the benefit of the Interstate and U.S. 10 designation.

Conference on T. Matt Hally Claim - Project ST-3112(502). Senator Rodney Hansen, Chairman of the Joint Finance and Appropriations Committee, requested that T. Matt Hally be advised as to the reasons for denying his claim on the above project, outstanding since 1957. A summary of the reasons for denial of the claim given Mr. Hally at a conference March 25, 1963, with Legal Counsel Faber Tway, Construction Engineer R. B. Christensen, and Assistant State Highway Engineer N. L. McCrea was mailed to Senator Hansen for his information. A copy of this summary may be had from Central Files under Project ST-3112(502).

University of Idaho Street Improvement. The Board approved the Department's negotiating with the University of Idaho on a participating basis for street improvement. The Department is to submit proposed figures for final consideration at the next Board meeting.

#### Speed Limits in Hayden Village (U.S. 95 & 10A)

The Board approved the prima facie speed limits upon urban extensions of the State Highway System on U.S. 95 and 10A in the Village of Hayden, as recommended and stated in marked Exhibit A-4 which is made a part hereof with like effect as though extended in full herein.

#### Speed Control Zones in District Four (S.H. 11)

The Board approved the prima facie speed limits upon rural extensions of the State Highway System on State Highway 11 from Greer to Headquarters, as recommended and stated in marked Exhibit A-5 which is made a part hereof with like effect as though extended in full herein.

#### Speed Control Zones in District Five (U.S. 95 & 10A)

The Board approved the prima facie speed limits upon rural extensions of the State Highway System on U.S. Highway 95 and 10A from

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Coeur d'Alene to Sandpoint, as recommended and stated in marked Exhibit A-6 which is made a part hereof with like effect as though extended in full herein.

Policy on Traffic Control Devices. The Board approved the following policy on Traffic Control Devices in Communities as submitted by Traffic Engineer, Marvin Lotspeich:

POLICY ON THE INSTALLATION AND MAINTENANCE  
OF  
TRAFFIC CONTROL DEVICES ON THE URBAN EXTENSIONS  
OF THE STATE HIGHWAY SYSTEM WITHIN MUNICIPALITIES

Traffic Control Devices. All traffic control devices - Signs, Signals, and Pavement Markings - installed on the urban extensions of the State Highway System shall be in conformance with the recommendations and specifications of the UNIFORM MANUAL ON TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS as approved by the American Association of State Highway Officials and adopted by the Idaho Department of Highways. Responsibility for installation and maintenance of these devices shall be as follows:

Signs. The Department of Highways shall furnish, install, and maintain all Speed signs on the urban extensions of the State Highway System indicating the prima facie speed limits which have been designated in accordance with statutory provisions; and all official Guide signs at junctions of the urban extensions of the State Highway System and all confirming and reassurance route markers and guide arrows along the urban extensions of the State Highway System necessary to properly identify, and keep the motorist sure of his route. The municipality shall be responsible for all other Guide signs; all other Regulatory signs; and all Warning signs.

Pavement Markings. The Department of Highways shall paint all center and lane-line markings and painted channelization on the urban extensions of the State Highway System. The municipality shall be responsible for all other pavement markings unless otherwise shown in maintenance agreements with the communities.

Traffic Signals. When warranted in accordance with the warrants set forth in the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, Traffic signals

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are installed with the municipality and the Department of Highways each paying one half the cost. If the intersection to be signalized is part of an urban construction project, the signals will be included in the project. Warranted signals may also be installed as a separate project where no other work is involved.

In all cases, a written agreement between the municipality and the Department of Highways will be required before the contract is awarded, or signal equipment purchased if on a separate project. The agreement shall set forth the cost participation conditions and all other special arrangements necessary to provide for construction, operation and maintenance of the signal facility to the mutual satisfaction of both parties and in accordance with the Department of Highways' policies.

After a signal installation is completed, all operation and maintenance costs, including lamp renewal, but excluding signal equipment parts will be borne by the municipality. The Department of Highways will retain ownership of the signal equipment and will furnish signal replacement parts necessary to maintain the standard operation of the traffic control device.

A traffic signal may be installed by the municipality and approved by the Department of Highways at School Crossing locations that do not meet the traffic signal warrants set forth in the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS subject to the following provisions:

1. The traffic signal design shall be in conformance with Idaho Department of Highways and Uniform Manual recommendations. Two vehicular signal faces shall be visible to traffic on each street approach and these shall be supplemented with standard pedestrian WALK and DON'T WALK indications for school crossing.
2. The traffic signal will function on stop and go operation only during the hours school children are crossing the highway. It shall be on flashing operation - flashing red to the cross street and flashing yellow to the State Highway during all other hours.

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3. The entire cost of the traffic signal installation, its operation and maintenance shall be borne by the municipality.

Street Lighting. The Department of Highways will consider provisions for street lighting on urban construction projects.

Where street lighting is considered by the Department of Highways to be warranted, the necessary lighting units will be included in the construction project at State expense.

A written agreement must be executed by both parties before the contract is awarded and shall set forth all pertinent conditions relative to construction, ownership, maintenance, replacement, and operation of the street lighting. All operation, maintenance, and replacement costs shall be borne by the municipality.

Change in Access Control Procedures, after a project has been built, was discussed by the Board with Mr. Bennett, who indicated that a recent communication from the Bureau of Public Roads indicated that all requests for access control changes would be processed at the Washington, D. C., level in the future.

He indicates that any such requests would not only take a considerable length of time, but would lose all of the local consideration characteristics given a problem by the Idaho Division Office, which has been the point of most such determinations in the past.

Control of Access, as approved by the Board:

U-3021(8), One-way Couplet in Boise, PE & R/W only  
 U-3021(21), One-way Couplet in Boise, 27th St.-Capitol Blvd.  
 U-3021(22), One-way Couplet in Boise, Jct. U.S. 20-26 and  
                   U.S. 30 I.C. (Excl.) to 27th St.  
 U-3021(23), One-way couplet in Boise, Boise River Bridge

Revise Access Control from "Standard Approach Policy except for full control in Interchange Area," approved June 20, 1961, to the following: (The June 20, 1961, Board action is hereby rescinded.)

Full Control - Interchange area shown by Exhibit "A"

April 22, 1963

Partial Control - Main Street Extension from 30th Street West to the Connector Road between Fairview Avenue and Main Street as shown by Exhibit "A". Limited to approaches at Sta. 32/00 Lt., Sta. 39/84 Lt., Sta. 39/88.0 Rt., and Sta. 42/72 Rt., as shown on the plans.

Connection from Main Street to Grove Street as shown by Exhibit "A". Limited to 40' wide alleyway approach at Sta. 81/12 Rt.

Standard Approach Policy - Remainder of projects as shown by Exhibit "A".

ER-52(1), Sucker Creek Bridge on State Highway 19

Standard Approach Policy - Approaches to the Bridge

(See Exhibit "A" on file in Central Files of the Department of Highways.)

Utility Relocation Determinations. After reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-4113(14), U.S. 95, Lapwai-Coyote Gulch, Nez Perce County - Washington Water Power & Light Company, Clearwater Power Company, and Pacific Northwest Bell Telephone Company

F-4201(9), S.H. 9, Spalding Bridge-West, Nez Perce County - Clearwater Power Company

I-90-1(13)37 R/W, I-IG-90-1(12)37, Mission Flats-Cataldo Structures, Kootenai County - Washington Water Power Company

S-3788(3), South Orchard Street, Ada County - Intermountain Gas Company, Mountain States Telephone & Telegraph Company, Idaho Power Company, Boise Water Corporation

Frank L. Benson, former Attorney General, appeared before the Board without an appointment to discuss change in 2 approaches to his property in Power County - Project I-IN-15W-4(1)88 R/W.

These approaches had been put in by the Department at the most logical places last fall since Mr. Benson failed to keep two on-site appointments to designate to the District where the locations should be.

April 22, 1963

Mr. Benson also requested that the fence be relocated to the property line of the property involved in the trade that would be his property. The Board stated they would take both matters under consideration.

The Board later requested the Department to move the fence to Mr. Benson's property line.

Other items, such as the price of the land and the transfer of an acre of land for which the Department had no use, have been agreed to by Mr. Benson and the point of contention is the matter of relocating the 2 approaches that would cost about \$350. Total consideration for the purchase of an acre of land from Mr. Benson for the project was \$378.

The above action is subject to withdrawal of the pending litigation to be negotiated by the Department's Chief Legal Counsel.

Mr. Sterling Cannon, Cannon Realty Company of Idaho Falls, appeared before the Board requesting that the control access fence adjoining the Hatch property at the North Interchange northwest corner (Airport Road) connection be moved 159 feet closer to the freeway that south-bound traffic on the Interstate might have better visibility and access from an oil company service station leased from Hatch.

Mr. Cannon indicated that Mr. Hatch was in Iran when the negotiations were made for this property, and that the principals were under the impression that the fence would be approximately 30 feet from the southwest corner of the Hatch property.

The Board informed Mr. Cannon that the Department purchases no more land than is needed, but that the present control access fence line is located correctly to afford the proper safe operation of the highway facility as well as safety to the highway user. The Board thought the Hatch property was purchased in good faith.

The request was therefore denied. (See Mr. Ogzewalla's similar request on April 24, 1963.)

Stinger-steered Semi-trailer Vehicles. The Board approved and signed a resolution covering the movement of a stinger-steered semi-trailer vehicles in Idaho as reflected in Exhibit C-2 which is made a part hereof, with like effect as though extended in full herein.

April 22, 1963

TUESDAY, APRIL 23, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Decision on Ucon Hearing, Project F-6471(27). After reading the transcript of the hearing held in Ucon on Monday, April 15, 1963, the Board finds and determines that:

1. Construction of a State highway on a new location from Johns Hole Bridge, Idaho Falls, northeasterly to Ucon with South Street Connection as outlined in the brochure dated April 1963 and as submitted in public hearing in Ucon April 15, 1963.

2. The existing portion of U.S. Highway 191 from its junction with U.S. Highway 26 northeast of Idaho Falls to South Street in Ucon would be retained on the State Highway System.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Village of Ucon and Bonneville County.

Decision of Idaho Falls Hearing, Project F-6471(27). After reading the transcript of the hearing held in Idaho Falls on Monday, April 15, 1963, the Board finds and determines that:

1. Construction of a State Highway on a new location from Johns Hole Bridge, Idaho Falls, northeasterly to Ucon as outlined in the brochure dated April 1963 and as submitted in public hearing in Idaho Falls, April 15, 1963.

2. The Idaho Department of Highways recognizes the problem of pedestrian traffic to and from the Whittier School, and location and design will be made to minimize the problem.

3. That the Idaho Department of Highways would study a design that would connect Jackson (Riverside) Drive to the proposed facility.

April 23, 1963

4. That the present State Highway between Idaho Falls and Ucon continue to remain on the State Highway System.

5. That Lewisville Road between North Yellowstone Avenue and the point of intersection on the proposed state highway be placed on the State Highway System.

6. When, in the opinion of the State Highway Department, traffic conflict volumes warrant a grade separation at Anderson and Lewisville Roads intersection, the State Highway Department would participate with the local agencies in the cost of separation.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Idaho Falls and Bonneville County.

Included in the letter of transmittal of the Board's Decision to the local divisions of government, the Board indicated its intention to apply to the AASHO Route Numbering Committee, upon the completion of the proposed facility, for the designation of U.S. 20 for the new proposed State Highway between Idaho Falls and Ucon, overlaying the Interstate from Johns Hole Bridge south to the Broadway interchange; in addition, a business loop from the Broadway Interstate Interchange east to Yellowstone Avenue thence north and northeast to the Lewisville Road thence north to the point of intersection of the new proposed State highway location.

Village of Hayden Traffic Signal Warrants. Traffic Engineer Marvin Lotspeich recounted in detail the historical requests of the Village of Hayden for a traffic signal at the intersection of U.S. 95 and Hayden Avenue, and explained in detail why warrants were not available for the installation of the signals.

The report is in the Board Secretary's files.

Permit for Use of Right of Way. The Board approved a permit of application from Jefferson County Bowmen Association to use a portion of the Department's gravel pit source No. JF-77 adjacent to State Highway 48 between Rigby and Ririe as an archery range.

Transfer of Smelterville Maintenance Buildings. The Board approved the transfer of old Smelterville maintenance buildings 5191 and 5192 to the Village of Smelterville and Shoshone County for joint maintenance purposes of those divisions of government as recommended by the Department.

April 23, 1963

The District considers the buildings not worth the cost of salvage or removal from the property, but they do have residual value.

The ground on which the buildings are located has been leased from the American Smelting and Refining Company, and it was recommended to transfer this lease to the Village of Smelterville and Shoshone County.

Right of Way Encroachment at Arco. Project F-2353(2) - The matter of right of way encroachment of the Mobil Service Station property in Arco was discussed.

It was determined that the best manner of solving this encroachment of longstanding would be to propose to the Bureau of Public Roads that the Department deed back to the City of Arco the section that now constitutes the encroachment.

Concrete - Metal Pipe. A letter concerning I-80N-1(12)37 of April 16 from the Bureau of Public Roads was brought to the attention of the Board. It said in part:

"Your attention is directed to the Bureau's I.M. 40-3-62 that outlines policy in regard to the use of materials or products on a project at the exclusion of others. It is observed that concrete pipe has been specified for this project. Unless there are compelling or justifiable engineering reasons for specifying only concrete pipe at the exclusion of other acceptable types, we cannot participate. If concrete pipe cannot be supported from an engineering standpoint, it is recommended that "culvert pipe" be specified and the contractor be permitted to make his own choice. If concrete is insisted upon, alternate bids must be taken and the project agreement will be on the basis of the less costly installation.

This conflicts with present policy of the Board regarding specifying use of concrete and metal pipe.

After discussion, the Board directed the Department to:

1. Continue to use engineering consideration as primary factor in determining type of pipe to be specified.
2. If engineering considerations do not govern and it is felt that either concrete or metal pipe will serve

April 23, 1963



adequately the life of the project, the Department is to allow contractor to select the alternate. Alternate pipe sizes shall reflect the greater water capacity associated with concrete pipe when used on flat slopes.

3. Specifications should permit the use of tongue and grooved concrete pipe on side approaches.

WEDNESDAY, APRIL 24, 1963

The meeting of the Highway Board reconvened at 8 a.m., in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the March 11, 12 & 13, 1963, Meeting of the Highway Board.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bid:

I-IG-90-1(12)37 - The work consists of constructing twin 509' concrete bridges, twin 243' concrete overpasses, dikes and approach fills on 0.142 mile of Interstate Highway No. 90, Mission Flats - Cataldo, in Kootenai County - Federal Aid Interstate and State financed. Since the low bid was unbalanced, all bids were rejected. The project is to be readvertised for May 21, 1963, bid opening.

Out-of-State Travel approved by the Board:

Assistant Bridge Engineer Clarence Larson to San Francisco to attend the Annual AASHO Bridge Committee Meeting, May 8 - 10.

State Highway Engineer Bennett to Washington, D. C., sometime in the near future if a meeting is called for Chief Highway Administrators as anticipated.

The Board approved a request for use of 2 State cars to Jackson, Wyoming, May 18 - 19, to Intermountain Traffic Engineers Conference --- no subsistence is required.

April 24, 1963

Items to be Mailed to the Board. In the interest of time, the following reports and suggested policies are to be mailed to the Board for their consideration between now and the next Board meeting:

Employees overtime - compensatory time Department policy  
 Rest area study report  
 Landscaping policy  
 Retirement policy  
 Revised Board Policy Book

Personnel: The Board approved a change of classification for Doyle Jensen from District Locating Engineer to District Design Engineer, same salary; a promotion for Leland Hatch from District Design Engineer, \$705 per month, to Highway Design Engineer II, \$735 per month; and promotion for Howard Mattson from Highway Design Engineer II to Assistant District Engineer, same salary. All are to become effective May 1, 1963.

Reconstruction of S.H. 27, S-2862(3), Burley-North, Burley Delegation. Appearing before the Board were:

J. Leonard Salmon, Mayor  
 Herman E. Bedke, Attorney

Dewaine Jensen, City Clerk  
 J. G. Robertson, City Council  
 President

urging that the Board accept stipulation from the remaining property owners not signed up on this project that the Department may proceed with the construction.

The Board agreed to proceed with advertising for bids providing the representations made were fulfilled by stipulations and right of way agreements with the principals, Messrs. Robertson, McClintock, et al.

The matter previously in contention - that of opening up 6th Street to the facility - was dropped by the City and property owners. The desire of the City that a connection to the frontage road on the west side be made at Station 75.80 that would serve the Barton property and at the same time be opposite a road approach from the east was considered. The Board indicated their willingness to grant this a qualified opening providing the City furnish the Department a written statement that the one-way approach from the highway to the frontage road would be enforced by the City. Mr. Burns indicated that this one-way traffic approach would be closed should violations of the one-way approach, in the Board's opinion, warrant closure

Attorney Herman Bedke and Councilman Robertson agreed to the following in the presence of Legal Counsel Tway and Chief Right of Way Agent Mix:

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State v. McClintock, Parcel 8 1/8, Civil Case No. 4102

The defendant agrees to donate to the State of Idaho the additional right of way necessary to complete the frontage road to Emerson Road, no cost to State. The defendant agrees to accept the offer price of \$1075. The Idaho Department of Highways will grant a right hand turn off of Highway 27 to the frontage road in the vicinity of 6th Street North. The exact location of the frontage road will be determined by agreement of the parties so as to best serve the Barton and McClintock properties. As soon as practicable after filing of the stipulation, conveyances will be granted and the case may be dismissed.

State v. Barton, Parcel 8, Civil Case No. 4105

In this case the defendant will accept the offered price of \$1930 and the Department will agree to grant the same right hand turn as in the McClintock case. The conveyance will be granted and the case may be dismissed.

State v. McClintock and Standard Oil, Parcel 8½, Civil Case No. 4101

McClintock will stipulate immediate possession of the right of way and one other parcel. The issue of damages will be then reserved for further negotiation or court determination, if necessary. It will be necessary to contact Troxell to work out the consent of his client, California Oil, to this stipulation.

In the case of McClintock, Anderson and others, not yet filed, involving Parcel Nos. 1, 1½, and ½, the defendants will grant all of their interest in the right of way west of the highway and south of Emerson Road for a total consideration of \$500 and will give us conveyances from all parties concerned so that we have a good title.

In the Robertson case involving Parcel No. 7, the defendant will stipulate possession so that the issue of damages may be reserved for further consideration and determination.

Mr. D. K. Rankin, Meridian, and his brother, appeared before the Board requesting additional access to the highway from property purchased from Mr. & Mrs. Rankin in 1955 for the Ashton North Project, F-6471(2).

The Board, as did previous Boards, stated to Mr. Rankin that the written contract which was signed by Mr. Rankin and his wife would have to be the binding instrument. Mr. Rankin indicated that the right of

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way man's worksheet was what he and his wife thought they were signing, rather than the items set forth on the instrument itself.

Mr. Burns indicated that where there is a difference of opinion regarding right of way matters, the courts are the place to settle it, as the Board and the Department have to be tied by the written contractual agreements when they are duly signed and executed.

Additional access other than shown in the Rankin deed was denied.

Mr. K. C. Ogzewalla, Phillips Petroleum Company Real Estate Representative, Salt Lake City, appeared next before the Board.

He requested the Board to move the non-access line fence to the west 159 feet. The fence is now located adjacent to property purchased from W. R. Hatch and is at the Johns Hole connection with the Airport Road.

Upon the recommendation of the State Highway Engineer, the Board agreed that in the interest of highway safety this fence should remain where it is now located.

It was explained to Mr. Ogzewalla that controlled fence lines vary in distance from the Interstate travelway in direct proportion to the various safety factors that may prevail at various entrances and exit points. Such distances will vary in volumes of traffic, sight distance, curvature and other design criteria that will prevail in the interest of safe operation of the facility.

The Board denied Mr. Ogzewalla's application for permit to use any additional right of way other than now deeded to the State by Mr. Hatch.

Pocatello Delegation. The following delegation from Pocatello met next with the Board:

F. A. Burton, Commissioner  
W. B. Webb, City Manager  
R. S. McLelland, Commissioner

The delegation was particularly concerned with the contemplated timing of the Benton Street overpass project. The Department assured them that the project is still on the 1963 Program, that it has not been set back, and barring delays in right of way acquisition, the Department is planning for a 1963 bid advertising date.

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The delegation then showed their concern about the absence of a structure permitting the Barton Road to cross the Interstate east of Pocatello. The Department made it clear that for approximately 3 years they have attempted to justify such a structure, but that the Bureau of Public Roads does not recognize needs for an area that has not been developed at the time of the design of the structure.

City Manager Webb pointed out that 16-inch water lines are going to be needed to serve the area that will develop east of the Interstate, as well as sewer lines in a size larger than 16 inches. It was pointed out that large enough casing could be installed to accommodate these utilities should the structure not be included in the final plans.

Mr. Burns suggested that a meeting be held with the President of the University (Idaho State) and the City of Pocatello with the Bureau of Public Roads, at which time the University would outline their long-range planning for the development by the University of that area east of the Interstate that would of necessity have to be served by a structure at the Barton Road.

A.G.C. Delegation. Next appearing before the Board was a delegation of 27 Associated General Contractors members, including:

Dale Hutt, Manager, Western Equipment, Boise  
 H. E. Carter, Sales Manager, Western Equipment, Boise  
 John P. Molitor, Executive Secretary, A.G.C.  
 Joe W. Hunter, President, Hunter Saucerman Co., Idaho Falls  
 Art W. Shrank, Chairman, A.G.C.  
 R. L. Beglan, Associated Equipment Dealers, Boise  
 Mark Burggraf, Allied Paving, Idaho Falls  
 A. D. Stanley, Boise  
 Norm Parson, Bannock Paving Company, Pocatello  
 Max A. Boesiger, Mountain Home  
 H. R. Watkins, Watkins, Construction, Boise  
 B. R. Goodwin, Goodwin Construction, Blackfoot  
 J. B. Seawell, Rogers Construction, Portland  
 J. E. Nordyke, Intermountain Equipment, Boise  
 R. V. Burggraf, Burggraf Construction, Idaho Falls  
 Jim Quinn, President, Quinn Brothers & Robbins, Boise  
 Sterling B. Vaughn, President, Vaughn's Landscaping Const.,  
 Twin Falls  
 R. E. Nichols, Branch Manager, Arnold Machine Co, Boise  
 Don Holmes, Vice-president, Holmes Construction, Burley  
 Ham Burroughs, Treasurer-General Manager, The Sawtooth Co.,  
 Boise

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The opening discussion centered around an inquiry as to when more contract lettings could be anticipated.

Assistant State Highway Engineer Mathes stated that we plan to have advertised by July \$13 million in Interstate projects, by October another \$5 million, and by December an additional \$12 million. Thus, the Department hopes to have \$30 million in Interstate projects advertised before the end of 1963, in addition to the \$5 million in ABC projects advertised before July of this year, and another \$5 million before the end of the year.

Mr. Bennett pointed out that last year there were 10 jobs under \$25,000; 10 from \$25,000 to \$50,000; 17 from \$50,000 to \$100,000; 24 from \$100,000 to \$300,000; 8 from \$500,000 to \$1 million; and 6 in excess of \$1 million. Those 6 comprised 43 per cent of the total funds spent.

Mr. Bennett also stated that as of March 1961 there were \$25.9 million under contract; as of March 1962 there were \$34.4 million; and as of March 1963, \$34.1 million. He pointed out that the deceiving thing about the matter probably rests in the fact that because of the favorable winter working conditions, a lot of the jobs are further along at this time than could normally be anticipated.

Mr. Shrank indicated that most Idaho contractors are the type that specialize in work rather than doing general contracting.

He suggested two means of helping the Idaho contractors who need smaller jobs would be to split the bigger jobs into grading on one bid, structures on another, and paving on still another.

The matter of rolling and compacting for foundations was brought up and Mr. Bennett indicated that he believed some attention could be given this matter for clearer understanding of the specifications that would benefit the contractors.

"Operation Bulldozer" entailing a running inventory of equipment for use in national emergency conditions was outlined by the delegation. Mr. Bennett indicated that it could be a very worthwhile addition to the Civil Defense and National Emergency Program, and that the Association should contact the Governor and General Maxey, who is now in the re-organization stage of the State Civil Defense Program.

It was pointed out that this running inventory is not limited to A.G.C. members only, but that it applies to all equipment in the State.

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Mr. Bennett urged the delegation to have the A.G.C. designate a contact man in each of the highway districts from whom such information could be readily available to the Highway District Engineer in case of a national emergency.

The delegation pointed out that "Operation Bulldozer" contemplated no overtime but strictly a straight-time basis of rental of equipment, as has been the case in the 2 recent flood emergencies. The straight-time basis applied to operator's wages as well.

Carl Carbon Delegation. Next appearing before the Board were the following regarding the claim of Crick & Sons on Project S-4782(4), Whiskey Creek Road.

Carl Carbon, President, Carl Carbon, Inc., Spokane  
 T. J. Jones III, Attorney, Boise  
 J. W. Pierett, General Manager, Carl Carbon, Inc., Spokane

The matter of whether a large interflow of clay in the pit constituted a changed condition was at issue. The interflow showed up after the pit had been shot, was below the 15-foot exploratory drilling for the surface that was made by the Department. Neither did the interflow show on the 100-foot face of the previously used source.

On the information presented to the Board at this time, Mr. Burns indicated that he could not justify it being under the classification of a changed condition. Mr. Burns said, however, that since the Board will be on tour in District 4 on May 22, they will personally review the pit in order to not overlook factors beholding in the matter.

Consulting Engineers Representing Shelley. Next appearing before the Board were consulting engineers Arnold W. Coon and John W. Schwantes, of Coon, King, Knowlton & Schwantes, Idaho Falls, regarding the storm drainage needs of the City of Shelley.

Mr. Coon mentioned that the project has been reduced in total cost from \$127,000 estimated to \$116,000 and finally to \$110,000. He was of the opinion that this size project would solve the problem on a minimum basis for a subsurface system with a 2 per cent grade line, and that the project could be financed with local bond issue and other assistance if the State Highway Department would participate to the extent of \$45,000 in State Highway Funds. It has been determined that State Highway 191 within the Village of Shelley contributes 57.8 per cent of the total run-off which will be collected by the proposed sewer.

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The State Highway Board agreed to participate in the project to the extent of \$45,000 provided enough catch basins will be provided to adequately drain the east side of State Highway 191 within the City, and provided further that the City do all of the work. Mr. Coon assured the Board that the State Highway right of way would be satisfactorily drained into the proposed sewer system.

The feasibility of the project is predicated on the City's ownership of 50 per cent of the present R. T. French sewer line.

Dan Nickerson, Smelterville. Next appearing before the Board were:

Dan Nickerson  
Merle Reason, Smelterville Lions  
Robert Douglas, Smelterville Council  
Earl T. Siler, Siler Equipment Sales  
Robert W. Monteith, Bob's Auto Repair

repeating their request from the March meeting for an off-slip ramp from the Interstate into Smelterville from the northwest.

The Board made it clear to them that because of the hazards from violations of a one-way off-ramp from such a high speed facility as the Interstate, they had serious doubts whether they could approve the request.

In addition to the bad safety factors involved, the Board recounted that since the last meeting with the delegation it was pointed out to the Board that should the slip ramp be approved, there is considerable likelihood that the Bureau of Public Roads would withdraw the hillside service road from the Pine Creek Interchange to Smelterville, as justification was made to the Bureau for that improvement on the basis of it being the westerly connection to Smelterville from the Interstate.

Mr. Burns indicated the Board, however, would view the off-ramp request on the ground while on tour in North Idaho on May 22 and thereafter make its determination.

WHEREUPON, the Board adjourned until its next meeting scheduled for May 20 & 21 with the North Idaho Board Tour May 22, 23 & 24, 1963.

Read and Approved  
May 20, 1963  
Boise, Idaho

  
W. C. BURNS, Chairman

April 24, 1963



## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

May 20 &amp; 21, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m., in Room 201 of the State Highway Building, Boise, Idaho, Monday, May 20, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the April 22, 23 & 24, 1963, Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

ST-2790(506) & Stockpile 2426 - The work consists of extending culverts, reconditioning, constructing a base and bituminous surface treatment on 4.0 miles of SH-24, Minidoka-West, and furnishing aggregate surfacing in a stockpile in the vicinity of Rupert, in Minidoka County - State financed. The contract was awarded to Holmes Construction Co., Heyburn, Idaho, the low bidder, on May 1, 1963, in the amount of \$43,020.00.

F-4113(14) & F-4201(9) - The work consists of constructing the roadway, drainage structures, including 1 concrete interchange structure, 3 concrete bridges, 1.093 miles of detour road with 1 concrete bridge and a bituminous surface treatment on 4.824 miles of US-95, Lapwai to Coyote Gulch, and for constructing the roadway, drainage structures & a bituminous surface treatment on 1.140 miles of SH-9, Spalding Br.-West, in Nez Perce County - Federal Aid Primary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on May 10, 1963, in the amount of \$1,687,415.55.

STM-4800(512) & Stockpile 4403 - The work consists of seal coating approximately 20.04 miles of SH-8, Joel-Deary, and furnishing aggregate surfacing material in stockpile in the vicinity of Troy, in Latah County - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low and only bidder, on May 9, 1963, in the amount of \$48,609.50.

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U(S)-3788(3) - The work consists of constructing the roadway, drainage structures, curb and gutter and a plantmix bituminous surfacing on 0.895 mile of Orchard Street, Overland Road - Franklin Road, in Ada County - Federal Aid Urban Secondary and County financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, on May 20, 1963, in the amount of \$192,410.65.

F-6471(28) - The work consists of seal coating 4.786 miles of U.S. Highway No. 191, Ashton North, in Fremont County - Federal Aid Primary and State financed. The contract was awarded to Gardner-Stone Company, Blackfoot, Idaho, the low bidder, on May 17, 1963, in the amount of \$9,525.85.

STOCKPILE 3448 - The work consists of furnishing aggregate surfacing and cover coat material in stockpiles adjacent to SH-21, in Idaho City, in Boise County - State financed. The contract was awarded to Quinn Brothers & Robbins, Inc., Boise, the low bidder, on May 9, 1963, in the amount of \$25,150.00.

Patents and Inventions. The Board approved the following policy:

Employees of the Department of Highways, upon accepting employment in any capacity, automatically accept coverage by the Department's Patent and Invention Policy.

Inventions or subject matter capable of protection by patents under the patent laws by any employee of the Department of Highways shall be the property of the Department providing:

1. The invention or subject matter is a direct result of his employment.
2. The invention or subject matter is directly financed in any way by the Department.
3. The employee is acting in behalf of the Department at the time of invention.

Employees who are engaged in inventions or subject matter capable of patent at the date of this policy are subsequently covered by its provisions.

Employees must have written approval from the State Highway Engineer before using either state time or facilities towards a patentable invention or subject matter.

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### Speed Control Zones in District Two (SH 77)

The Board approved the prima facie speed limits upon rural extensions of the State Highway System on State Highway 77 from Malta to Jct. with State Highway 25 and I-80N as recommended and stated in marked Exhibit A-7 which is made a part hereof with like effect as though extended in full herein.

### Speed Control Zones in District Four (SH 42)

The Board approved the prima facie speed limits upon rural extensions of the State Highway System on State Highway 42 from east of Jct. with US 95 to Jct. with State Highway 7 as recommended and stated in marked Exhibit A-8 which is made a part hereof with like effect as though extended in full herein.

### Speed Limits in Albion (SH 77)

The Board approved the prima facie speed limits upon urban extensions of the State Highway System on State Highway 77 in the City of Albion as recommended and stated in marked Exhibit A-9 which is made a part hereof with like effect as though extended in full herein.

### Addition to and Removal from the State Highway System (SH 24)

The Board approved the addition and redesignation of State highway 24 beginning at a point 0.5 mile east of Dietrich and extending south one mile, thence 4.0 miles to a connection with existing State highway 24 about 0.75 mile south of Besslen as shown in official Exhibit B-3 which is made a part hereof, with like effect as though extended in full herein.

The Board also approved the removal of a portion of State Highway 24 beginning 0.5 mile east of Dietrich extending to about 0.75 mile south of Besslen as shown in official Exhibit B-3 which is made a part hereof, with like effect as though extended in full herein.

### Out-of-State Travel authorized by the Board:

Chief Legal Counsel Faber Tway to Madison, Wisconsin, June 24,  
Highway Legal Workshop

State Highway Engineer Bennett to Boyne Falls, Michigan, for  
Summer AASHO Executive Committee Conference, June 19

Design Engineer Frank Leonard to Helena, Montana, July 30 -  
August 2, AASHO Design Committee

State Highway Engineer Bennett to Washington, D. C., May 28, for  
panel assignment at Highway Research Board Meeting (no travel expense  
to the State)

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One person to WASHO Regional Planning Conference, Austin, Texas, July 11 - 12.

Traffic Engineer Marvin Lotspeich to Annual Meeting of Western Section of Institute of Traffic Engineers, Los Angeles, July 1 - 3

Traffic Signal Superintendent Fred Harris to Portland, Oregon, June 24-26, to the Northwest Section of International Municipal Signal Association 31st Annual Meeting

Ten Department personnel to attend Annual AASHO Meeting in Portland in October, and 10 personnel to Annual WASHO Meeting in Denver in September.

Assistant Planning Engineer Howard Pilkington to B.P.R. Traffic Assignment and Forecasting Training Course, Washington, D.C., in July.

Personnel. The Board approved a reclassification or promotion of Chief Legal Counsel Faber Tway, with salary raise to \$800 per month.

Intersection of U.S. 30-93 West of Twin Falls. Planning and Traffic Engineer Pearring outlined to the Board the proposed improvement of the above intersection with State maintenance forces, indicating a free-running lane for east-bound traffic on U.S. 30 going south on 93 and that the radii on the southeast corner of the intersection would be improved so that the east-bound truck and trailer vehicles turning east onto U.S. 30 need not swing over into the opposing lane of U.S. 30.

Requests for Bridges Granted. The Board approved a request of the City of Kellogg for a 90-foot pony truss bridge span that is on surplus at the District 4 Lewiston headquarters, f.o.b. Lewiston.

The Board approved a request from Madison County for a surplus 70-foot pony truss bridge which is in the Gibbonsville Highway Department shed, f.o.b. Gibbonsville. The request is to be granted on the condition that the County has a specific place for this particular surplus.

Boundary County has requested that the present highway bridge on U.S. 10 crossing Moyie River at Moyie Springs be left intact and turned over to the County when the new structure now under construction has been completed and traffic is using it. To this the Board agreed.

State Participation on Bypass or Truck Routes. As a matter of policy, the Board determined (while discussing the matter concerning the City of Moscow) that if a bypass or truck route were constructed by the City, the State would not be able to participate except at the connections of the State Highway, and then only within the boundaries of the designated State highway right of way.

Urban Engineer Crossley's Report on Urban Matters.

Shelley storm sewer problem - an agreement has been entered into with the City of Shelley. The State will pay \$45,000 as its full share of the total cost (\$111,000). The City will have the work done by contract and City forces.

Homedale storm sewer matter is pending and Mr. Crossley indicated he will have a design and estimate prepared for constructing a storm sewer to a lower design standard than previously contemplated.

Caldwell multi-purpose stadium as it will affect the Blaine - Cleveland Streets one-way couplet is being coordinated with the Stadium Committee at the request of Director Symms. Urban Engineer will meet with the Committee on May 24.

Burley Overland Bridge north project appears to be further delayed in that it is alleged now that City Attorney Bedke had no authority to enter into stipulations as affecting the various holdings of Mr. McClintock.

Moscow City Engineer Stokes' letter asking certain questions based on a proposal that U.S. 95 be moved one block west of its Main Street location was answered. See letter from Urban Engineer to City dated May 23, 1963.

Blackfoot Chamber of Commerce by letter requested the early construction of the permanent Interstate connection to Blackfoot. Chief Right of Way Agent Mix indicated there were 2 parcels of right of way remaining to be cleared on the permanent connection location -- the Richfield Oil Company and a mortgage that needs to be cleared on the Sinclair Oil Company property.

Policy and Procedure for Retiring or Extending Employees Age 65.  
The Board approved the following:

#### AGE RETIREMENT POLICY

The following policy regarding age retirement was approved to become effective June 1, 1963, superseding the policy of May 1, 1961.

It will be the policy of the Department of Highways to place each and every employee, hourly or certified, on retirement status on reaching age 65.

Once each year -- in November -- the Board will review all retirement age employees, including those who have reached age 65 since the preceding March 31, those who have reached age 65 and have been extended and those who will reach age 65 by the following March.

Unless extension requests in writing have been received and approved, the retirement will take place no later than the next March 31. Requests for extensions of especially qualified or urgently needed employees who cannot be replaced by others may be recommended for extension by the District Engineer or Division Head through the State Highway Engineer to the Board of Highway Directors for their final consideration.

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Such requests must be presented in writing via the Personnel Director in each individual case with complete support and justification for the extension. The period of extension may be less but never more than one year.

When a District Engineer, Division Head or higher authority desires to rehire a retired former employee on a part-time or hourly basis, prior approval from the State Highway Engineer via the Personnel Director is required.

#### RETIREMENT (1965) ACT

WHEREAS, the 1963 Legislature passed a Retirement Act that does not become effective until July 1, 1965, and providing the tenure provisions of employees remain substantially the same when enacted, it will be the intent of the Department to arrange for current employees with ten years or more of service attaining the age of 65 to be granted a retirement leave of absence without pay so as not to cause the employee any loss of service credits or other provisions of the Act which he has earned.

Those on such leave of absence will be maintained on an inactive status until the effective date of the anticipated 1965 enactment. If necessary at that time, those involved will be returned to active service for a period only requiring their eligibility for their earned benefits and to comply with the provisions of the Act.

Former employees of the Department do not come under the purview of this policy.

The Idaho Board of Highway Directors will urge the 38th Legislature and others of State governments in the interim to provide current eligible Department employees credits due them when the Retirement Act becomes effective.

The Department will initiate and maintain the administrative and procedural details necessary to carry out this policy.

Extension of Over-age Employees. The following extensions of over-age employees were approved by the Board:

Extended to June 30, 1963:

<u>Name</u>	<u>Age</u>	<u>Birth Date</u>	<u>Position</u>
<u>District 1</u>			
L. W. Nelson	65	10/7/97	Maintenance Man
Leo Gray	70	10/27/92	Dist. Loc. Chief
Howard Hadley	65	3/4/98	Maintenance Man

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<u>Name</u>	<u>Age</u>	<u>Birth Date</u>	<u>Position</u>
<u>District 3</u>			
Clarence Hoffman	65	3/2/98	Maintenance Man
<u>District 4</u>			
D. D. Hobart	65	5/30/98	Maintenance Helper
<u>District 5</u>			
Glenn Knapp	65	4/3/98	Janitor
<u>Headquarters Office</u>			
Tom Pethick	67	11/1/95	Asst. Equipment Supr.
<u>Extended to March 31, 1964:</u>			
<u>District 1</u>			
Claude Fleming	65	3/4/98	Instrumentman II
<u>District 3</u>			
Glenn Thompson	67	3/24/96	Resident Engineer
Lewis Roberts	68	10/23/94	Resident Engineer
George Cornforth	65	12/25/97	Dist. Loc. Engr.
<u>District 4</u>			
O.E. Brown	67	12/7/95	Watchman
C.F. VanSise (Hrly)	67	5/8/95	Maintenance Aide
Henry Juran (Hrly)	75	1/19/88	Maintenance Aide
<u>District 5</u>			
W.F. Essley	65	4/4/98	Proj. Inspector
<u>Headquarters Office</u>			
Kenneth Hodge	67	1/22/96	Traffic Supr.
A.F. Rath	69	8/29/93	Asst. Const. Engr.
James Reid	67	8/23/95	Administrative Officer
C. W. Short	66	12/12/96	Secondary Rds. Engr.
Lewis Hamblin	65	10/9/97	R/W Property Manager

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Encroachment Lawsuit - F-5121(3). The Board instructed Chief Legal Counsel Faber Tway to settle the Oldtown-Stanley Lobdell encroachment lawsuit for \$10,000 or less, otherwise the matter should go to trial.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

- I-80N-1(12)37, Parcel Nos. 5, 5-E-1, 5-E-2, Mervin L. & Virgilene M. Tiegs
- " Parcel Nos. 16, 16-E-1, O. J. & Helen Harris; Elmer & Mildred Miller
- " Parcel Nos. 17, 17-E-1 to 17-E-3, Rosio & Dorothea C. Echave
- " Parcel Nos. 18, 18-E-1, 18-E-2, Domingo & Belén Asumendi
- " Parcel Nos. 20, 20-E-1 to 20-E-3, Ethel J. McFarland & E. Glen Newberry
- " Parcel Nos. 22, 22-E-1, to 22-E-3, Andrew J. & Vera A. Brandt
- " Parcel Nos. 23, 23-E-1 to 23-E-5, 23½ & 23½-E-1, Harold J. & Suzanne Agee
- " Parcel Nos. 25, 25-E-1 & 25-E-2, Clyde H. & Ellen S. Taylor
- " Parcel No. 29, Eugenia Leininger & Dr. Carl D. Lusty
- " Parcel Nos. 32, 32-E-1 to 32-E-6, Kate & Henry P. Moore
- " Parcel Nos. 35 & 35-E-1, Roy R. & Addie Ellen Turner
- " Parcel Nos. 36 & 36-E-1, Vance A. & Corrine E. Cope
- " Parcel Nos. 38 & 38-E-1, Oscar H. Erwin, Lorrane Lawrence, Corene Cope & Estate of Beulah Erwin
- " Parcel Nos. 39, 39-E-1, Felix J. & Ellen McNabb
- I-80N-1(19)25, Parcel No. 12, Norman C. Lodge, Jr., William Lodge, Edward Lodge & Rolland Lodge
- I-15-3(12)163, Parcel Nos. 1½, 3, Hugh R. & Verla Webster
- " Parcel Nos. 6, 6-E-1, 6-E-2, D. V. & Margaret Hagenbarth

Special Warranty Deed. The Board approved a Special Warranty Deed on I-15-1(8)57, Parcel No. 23½A, Gay H. & Gertrude E. Guyer.

Approval of Exchange of Land. The Board approved the purchase price of \$35,250 for the land required from the Nampa State School on Projects I-80N-1(12)37 and I-IG-80N-1(23)35.

Dietrich Highway District's Request for State to Oil Road. The request of George H. Pitman, President of the Dietrich Highway District, of April 19, to oil 1 mile of their District's road which was recently abandoned to them from the State was denied.



The request was made in that the new road added to the State Highway System for the same mileage taken off the System in the vicinity of Dietrich had a mile of oil and the road removed had no oil. The distance in the exchange of road was the same -- 4 miles.

Board Travel Time Allowances. The Board unanimously agreed to change the travel time policy of the Board dated August 9, 1951, to allow Board members other than in Boise Valley actual days travel, i.e., Idaho Falls or Plummer to Boise, one day coming and one day returning.

Surplus Bridges and Trusses. Bridges or trusses on surplus with the Department of Highways may be released to counties, cities, or Highway Districts if they have a specific place to erect the structure on their road system. Terms: f.o.b. location that bridge or truss is stored as surplus.

Control of Access as approved by the Board:

Project F-5116(12), Best Avenue, Coeur d'Alene - Garwood,  
Partial Control:

1. Existing public road connections will be permitted.
2. Public road connections that may result from extensions of the present city, county or highway district road system will be permitted as shown on the plans.
3. Private approaches will be limited to one (1) approach for highway frontage of less than 600 feet, and one (1) additional approach for each successive 600 foot increment of highway frontage.
4. All private approaches will be limited to present use only. If a change in land use occurs, such private approaches will be closed and access restored through connections with the city, county or highway district road system.

TUESDAY, MAY 21, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

May 21, 1963

Bid. The Board concurred in the recommendation of the State Highway Engineer on the following highway construction bid:

I-IG-90-1(12)37 - The work consists of constructing twin 509' concrete bridges, twin 243' concrete overpasses, dikes and approach fills on 0.142 mile of Interstate Highway No. 90, Mission Flats - Cataldo, in Kootenai County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, Henry Hagman, of Spokane, Washington, in the amount of \$796,630.45, subject to the concurrence of the Bureau of Public Roads.

Overtime - Compensatory Time Policy. The Board approved for the consideration of the Board of Examiners and the Budget Director the overtime and compensatory time policy for the Department, as authorized by the 1963 Legislature, Chapter 41, 1963 Idaho Session Laws. Exhibits 1 and 2, dated May 1963, as submitted to the Board of Examiners may be found in Central Files.

Utility Facility Relocation Determinations. After reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

I-15W-4(16)73, Chubbuck I.C., Bannock County - Idaho Power Company and Mt. States Telephone & Telegraph Company

F-6033(23), Shelley Conn., U.S. 91-191 - SCL of Idaho Falls, U-6033(5), Yellowstone Avenue, Idaho Falls, Bonneville County - Mt. States Telephone & Telegraph Company

After reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities on the following project:

S-3811(1), Pine-Featherville, Elmore County - Prairie Power Cooperative, Inc.

Policy Governing Disposition of Improvements Acquired Through Right of Way Acquisition. All dwellings that are acquired will be disposed of by means of public auction to the highest bidder.

In special cases where it is impractical to sell at public auction because of a remotely located building and/or because of the minor value of such remote dwelling, permission to return buildings to grantor at appraised salvage value will require prior Board approval.

May 21, 1963

Generally, other buildings will be included in the auction sale. However, where minor out-buildings only are to be disposed of, it is permissible to return same to the grantor at the appraised salvage value providing the value is less than \$100.

William A. Randall, Damage Claim, Westmond-Sandpoint Bridge --  
F-5116(14). The matter of the above claim due to an alleged raised grade line was discussed and the Board accepted the recommendation of Chief Legal Counsel Tway that the matter be settled not in excess of \$1,000 or taken to Court.

Mr. Tway viewed the problem on the ground and after gathering new information reported to the Board a downward revision of the Legal Division's previous position regarding the size of this claim.

Right of Way to Club 28, Salmon. The matter of transferring unneeded highway right of way in Lemhi County to private ownership (Club 28) was discussed and again approved. The Board agreed that this matter should be pressed with the Bureau of Public Roads.

Disposition of County Federal Aid Secondary Funds. Secondary Roads Engineer C. W. Short outlined to the Board the excessive amount of unused County Federal Aid Secondary Road Funds due to some of the counties' failing to use funds allocated to them.

After considerable discussion, the Board determined that all counties should be advised as to the amount of unused Federal Aid moneys accruing to their County, and news releases should be sent to the various weekly newspapers in the County.

The letters and news releases were to state that these fiscal 1961-62 funds would have to be used or ear-marked to specific projects by the counties between now and July 1, otherwise the unused funds would be distributed to other counties that are in a position to currently use them.

This is to be a continuing policy in the procedure of the distribution of county secondary funds.

The letters and news releases were to also state that all County Federal Aid Secondary moneys accruing to the respective counties would have to be committed or used within a 12-month fiscal year following the allocation by the Federal government. One of the contributing factors, the Board thought, to this build-up of unused funds was the 2-year period of expenditure of said funds.

May 21, 1963

Pagari - Tikura Project, District 2. The Pagari-Tikura project, which is on the 1963 Program, now appears may be ready for advertising for bids ahead of its previously scheduled date. The Board approved advertising for bids when the project is ready. (F-2352(5))

Rigby - S.H. 48. The Board, replying to an inquiry from the City of Rigby's City Engineer as to our 1964 plans for improvement of State Highways 48 and 191 in Rigby to participate with their local improvement district program, stated that they do not contemplate budgeting any major improvement of State Highway 48 in Rigby during 1964.

Lawrence Hettinger, Boise. Appearing before the Board was Lawrence Hettinger, with his legal counsel Dale Clemons.

Mr. Hettinger asked for an approach off the west-bound Boise one-way couplet into his property lying to the North of the west-bound lane east of U.S. 30 and west of the Boise River. He indicated a service road connection would be satisfactory if a direct connection were not feasible.

Mr. Burns asked the Department to report back to the Board as to the feasibility of serving the property and area beyond as the design of the project progresses.

Mr. Kackley and Consulting Engineers. Next appearing before the Board was Mr. Evan Kackley of Boise, introducing Keith Hubbard and Burke Peterson, of the Engineering Corporation of America, Consulting Engineers, Phoenix, Arizona, who are soliciting consulting engineering work with the Department.

Mr. Bennett indicated it was well for them to keep their file current with the Department although no work at this time is in sight.

Chairman Burns indicated that our own Idaho consultants have preference.

Ada County Commissioners. Next appearing before the Board were Ada County Commissioners Fairbanks, Murphy and Wright inquiring as to when the Interstate spur would be built with particular emphasis as to when they would be contacted for right of way needed through the County Fairgrounds.

Mr. Bennett said it is not definite at this time how much property will be needed as the exact location down to the foot mark is not now known.

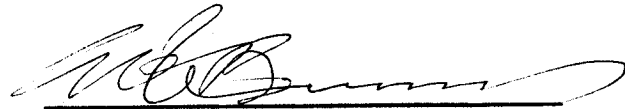
May 21, 1963

The design is being worked on and the delegation was informed that as soon as the Department knows the needs, the Commissioners will be notified immediately.

Mr. Fairbanks pressed as to the possible time it would take before the needs would be known and Mr. Mathes, Asst. State Highway Engineer, indicated it would be some time toward the end of this year, and not less than 60 days from now.

Considerable discussion evolved around the possibility of the Bureau of Public Roads' withdrawing participation from the Interstate spur. The delegation was told that anything is always possible, but that this is certainly not probable in the minds of the Department or the Board.

WHEREUPON, the Board adjourned, subject to the completion of the North Idaho Board Tour, until the next regular meeting scheduled for June 10, 11, & 12, 1963.



W. C. BURNS, Chairman

Read and Approved  
June 10, 1963  
Boise, Idaho

#### NORTH IDAHO BOARD TOUR

May 21 - 24, 1963

The Board toured 763 miles of State highways in North Idaho from the Clearwater River north to Moyie Springs. Travel was by plane to Lewiston the evening of May 21 and returning from Lewiston by plane the evening of the 24th. Present on the tour were:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
E. L. Mathes, Asst. State Highway Engineer-Engineering  
Wayne Summers, Secretary of the Board  
District Engineers W. W. Sacht and Merle Harding,  
Districts 4 and 5

May 22, 1963

Wednesday, May 22

The Board checked the Whiskey Creek quarry pit site of Carl Carbon's claim on Project S-4782(4), and after viewing it and the similar interflow characteristics of other pits in Districts 4 and 5, determined that the interflow found, although originally obscure, was not unusual of pits in North Idaho and said claim should not come under the matter of changed conditions alleged by the claimant.

The Board next met with Mayor Burt Curtis of Orofino and 30 interested citizens regarding the coordination of the Department with highway needs in that area with particular relation to construction of the proposed Bruce's Eddy Dam during the next seven years.

Mayor Curtis and the Clearwater County Commissioners, Coordinating Committee recommended to the Board that:

"1. Of utmost importance to city and county officials is a bridge across the main Clearwater River below the junction of the main stem of the Clearwater River and North Fork. This would ease a bottleneck traffic situation and permit travel in the Bruces Eddy project area without congestion on city streets.

It is felt that this bridge should come ahead of the general contract for the dam construction since the traffic build-up will present difficult traffic control problems long before the dam is actually under construction.

2. Of major importance is the relocation and improvement of the existing bridge from Orofino across the river to Highway 12. It is felt by local interests that the bridge could best be relocated down river in the vicinity of the Riverside Cemetery to afford better access into Orofino from Highway 12. Exact location, of course, would depend upon engineering study and this location is a suggestion which should be given further consideration and thought.

3. A limited access route from Orofino to Ahsahka over State Highway 7 is of major importance. Highway 7 is narrow and not planned for the standard necessary to carry the traffic which will develop through the construction area. This route would be more feasible since the land ownership between Orofino and Ahsahka lends itself for development with less relocations and less encroachment upon another area of vital need.

4. Relocation of State Highway 12 past the Orofino Municipal Airport to a position which would enhance the development of the airport would be most helpful. Relocation of the road here probably

May 22, 1963

could be made to the west side of the airport or along the foot of the hill from a location near the Riverside Cemetery, downstream to the approximate location of the motel known as Robertson's Cabins. This is perhaps a thousand feet downstream from the west end of the airport.

Such road location would afford extension of airstrips and could give as much as 800 to 1,000 feet more useable space for airstrip development. Undoubtedly this added airport length will be of great help during development days.

5. It is felt that improvements of U.S. 12 from Orofino to Lewiston should be accelerated to ease several bottlenecks now existing. These are principally in the Lenore, Peck and Myrtle areas."

Kooskia Councilmen J.F. Nickens and E. S. Brown met next with the Board at the Orofino City Council Hall urging the Board to retain after September 1, 1963, that section of State Highway 13 east of Kooskia to the Lochsa River Bridge.

This section was to have been removed on September 1, 1963, by public hearing Board Determination dated July 3, 1961.

The Board determined that since the Kooskia by-pass project affecting this route was delayed in getting under contract, the matter of removal of that section of State Highway 13 should be deferred until traffic is operating over the by-pass when completed and a traffic evaluation has been made of that section of S.H. 13 in question.

#### Thursday, May 23

The Board met with Dan Nickerson and 5 other interested members of the Smelterville Chamber of Commerce. They were told that the Board had viewed the Interstate off-ramp request on the ground as well as the service road connection to Pine Creek Interchange and that they could not justify both connections and particularly turned down the Interstate off-ramp northwest of the Village because of operational hazards of a one-way off-ramp from a fully controlled Interstate facility.

Next the Board met with the City of Sandpoint and Sandpoint Chamber of Commerce regarding the future location of U.S. 95 through Sandpoint. They were informed that the location still is firm as proposed in the public hearing decision dated July 17, 1957.

The City pointed out the urgency of improving the 2 City bridges across Sand Creek that would eventually connect with the proposed relocation of U.S. 95, with particular emphasis on the Cedar Street Bridge.

May 23, 1963

The Department informed them it would be fine for the City to go ahead and make the improvements, but it was important that the bridges should meet the grade of the future highway.

Mr. Burns indicated that the Department should cooperate on grade line information in this regard. The Mayor said that as soon as the City is able to find out from the Northern Pacific Railroad who has jurisdiction with the bridge, which request is now in process, they will contact the Department for grade elevations, etc., that may be necessary to meet the proposed relocation of U.S. 95. Mr. Harding indicated he would keep in touch and work with the City on this information when they need it.

Mr. Bennett said that he sees no change in the thinking of the Department as to the proposed new route, that the proposed recommendations made at the hearing are still the best in his opinion and that foundation exploration work has been made on the new route.

Those representing the City were Mayor Floyd Gray; Councilmen A. R. Nelson and Jim Baugh; and Chamber of Commerce Highway Committee members Al Peterson and Jack Parker.

#### Friday, May 24

The Board met with the Lewiston Chamber of Commerce where they were urged to consider the needs for a modern highway relocation to the top of the hill north of Lewiston by 1970 that the Palouse Country could be better served with an adequate highway permitting grain truck traffic to continue to use the Port of Lewiston as a loading point from that area in 1969 or 1970 when river navigation to Portland, Oregon will be a reality.

This truck traffic and other highway traffic should be kept in Idaho as much as possible and a modern highway facility is one of the urgent needs to meet that condition.

Mr. Bennett indicated that the 5-year program is as far as the Department is presently going out as to project planning. Chairman Burns indicated he has not been aware of the urgency and it is correct that the people should represent themselves by bringing this matter to the Board's attention at this time.

Vice-chairman Gaffney indicated the Board's interest in shipping grain to markets by the most economical route and that should grain prices slip, water freight savings may well be needed and appreciated.

May 24, 1963



Urging a timely relocation and improvement of Lewiston hill were Lorey Lorenz, Lewiston Port Council; Bill Simons, and Mark Mace.

Mr. Simons indicated the Chamber's appreciation of District Engineer Sacht in the Chamber of Commerce Highway Committee matters by the fine cooperation he has given the Chamber.

He pointed out the Chamber of Commerce is concerned with the possibility of Palouse Country grain going to Central Ferry, Washington, which will be a competing loading point of navigation, rather than going into Lewiston, from which point Palouse grain destined for Portland is now shipped by rail.



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W. C. BURNS, Chairman

Read and Approved  
June 10, 1963  
Boise, Idaho



HISTORICAL RECORDS

Dated June 10, 1963 to May 21, 1964

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

An INDEX of the Board minutes by alphabetic arrangement and by project number from June 1951 to and including June 1977, is located on the last half of microfilm roll number HR-6.

A record of the legislative action which created each Department is on the next frame.

The microfilm images hereon are a true and accurate reduction of the actual MINUTES mentioned above. They have been filmed in the normal course of business and under authority of the Idaho Transportation Department Administrative Policy No. A-06-25 and statutes and regulations cited thereon.

MICROFILM ROLL NO. 12

SEAMAN S. MILLS  
General Services Supervisor

Date Filmed 8 Sept 77

By Luan KNospe

Lens Reduction 25X

on a Bell and Howell  
Planetary Camera

**FRONT**

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

June 10, 11, & 12, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, June 10, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman, - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the May 20 and 21 meeting and the North Idaho Board Tour May 22, 23, and 24, 1963.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

F-1491(3), S-1739(7) & ST-1737(502) - The work consists of constructing a plant mix seal on 3.856 miles of US 91 and on 0.5 mile of SH 86, and constructing a plant mix surfacing on 6.4 miles of SH 34, Whitney-Preston, Oneida Street, and Utah Line - Preston, in Franklin County - Federal Aid Primary, Secondary and State financed. The contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder, on June 4, 1963, in the amount of \$101,361.20.

STM-3112(523) & (524), STM-3271(533) & STOCKPILE No. 3446 - The work consists of seal coating approximately 2.4 miles of US 95, North of New Meadows and 15.4 miles of US 95, New Meadows-South, 23.95 miles of SH 15, Donnelly-New Meadows and furnish aggregate surfacing and cover coat material in stockpiles in the vicinity of McCall, in Adams and Valley Counties - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on June 5, 1963, in the amount of \$64,137.50.

STM-2392(512) & STM-2352(510), ST-2820(501) & STOCKPILE No. 2429 - The work consists of seal coating approximately 50.1 miles of US 93, So. Bellevue - So. Stanley (3 sections) and 29.4 miles of US 26, Shoshone-Carey (2 sections), constructing a roadmix bituminous surfacing on 1.5 miles of SH 75, Ketchum-Sun Valley and furnishing aggregate surfacing in stockpile, in the vicinity of Hailey, in Blaine, Custer and Lincoln Counties - State financed. The contract was awarded to Aslett Construction Company, Twin Falls, Idaho, the low bidder, on June 11, 1963, in the amount of \$132,895.50.

June 10, 1963

F-3022(18), S-3809(10) & (7) & S-3806(9) - The work consists of seal coating 3.596 miles of US 30, Sebree-Mtn. Home, and 0.795 mile of SH 68 of 3d Street (Mtn. Home), and constructing a road mix bituminous surfacing on 9.262 miles of SH 68, Mtn. Home-Tollgate, and 5.339 miles of SH 51, Snake River-Rattlesnake Hill, in Elmore and Owyhee Counties - Federal Aid Primary, Secondary and State financed. The contract was awarded to Holmes Construction Co., Inc., Heyburn, Idaho, the low bidder, on June 10, 1963, in the amount of \$121,215.35.

I-15W-4(16)73 - The work consists of constructing the roadway, drainage structures, a plant mix bituminous surface and a 251' concrete underpass on 0.152 mile of the Chubbuck Interchange, in Bannock County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Neilsen & Miller, Twin Falls, Idaho, the low bidder, in the amount of \$277,603.00 on June 14, 1963).

Utility Facility Relocation Determinations. After reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-4114(17), "C" St. - North City Limits, Moscow, Latah County - General Telephone Company - Northwest, and Washington Water Power Company.

S-1834(1), Liberty Road, Bingham County - Idaho Power Company

S-2867(3), Camp Road North of Acequia, Minidoka County - Idaho Power Company

After reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

S-1739(6), State Highway 86, Dayton-Bear River, Franklin County - Mountain States Telephone & Telegraph Co. and Utah Power & Light Company

F-6033(5) & F-6471(11), U.S. Highway 91-191, SCL of Idaho Falls - Railroad Underpass, Bonneville County - Mountain States Telephone & Telegraph Co., Intermountain Gas Company, Utah Power & Light Company, City of Idaho Falls, and Western Union Telegraph Company

June 10, 1963

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Speed Limits in Malta (US 30S & SH 77). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30S & SH 77 in the Village of Malta, as recommended and stated in marked Exhibit A-10 which is made a part hereof with like effect as though extended in full herein.

A.E. Rose Property - Pleasant Valley. The Board read the request from Mr. A. E. Rose, Humphrey, Idaho, for reconsideration in design of the Pleasant Valley Interstate Route 15, Project I-15-3(11)188, as proposed to serve his property near Monida Pass. He pointed out that the underpass presently designed for the project would be snowed in much of the time and that the service road to his property would be washed out in the spring breakup. The Board asked the Department to review the road connections to Mr. Rose's property and study alternate proposals that would overcome the snow drifting and high water conditions in that severe winter country.

The proposed 12-foot road surface width of the road to Mr. Bowler's livestock loading area, mentioned in Mr. Rose's letter, was considered by the Board to be deficient in width for trucking livestock. It was suggested that the Department take another look at its design.

Disposition of County Federal Aid Secondary Funds. The Board read Secondary Roads Engineer Short's letter to the County Commissioners regarding stepping up the encumbrance time of county federal aid moneys. The time factor to encumber will be a 12-month period beginning July 1964.

A news release to the papers of the various counties was also reviewed by the Board.

Enforcement of Setback Provisions in Right of Way Deeds. The Board reviewed and approved the Department's directive of long standing pertaining to Right of Way Department paying for sign setback provisions of 100' from the right of way line when purchasing rights of way. The Board concurred in the setback policy and authorized legal counsel to proceed with court action, if necessary, to enforce those sign setback provisions appearing in deeds held by the Department. In this showing, two parcels in particular were approved for legal process. They are on the property of Monte Threlkel and that of Willard Coffin; Project No. F-3281(5) - Cole School, Meridian, US 30, Ada County.

Homedale Drainage Proposal Approved. Urban Engineer Crossley submitted a proposal of draining US 95 of storm waters in Homedale which would come within the \$11,000.00 cost to the State and provide an 18" pipe east along US 95 to the river from the bank corner in

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Homedale. The proposal contemplates the State Highway Department to furnish pipe and manholes, excavate and backfill, repair surface and furnish surveys.

It is proposed that the City of Homedale would lay pipe, furnish and install catch basins and grates, install manholes and obtain any easements that may be required for the ditch excavation.

Mr. Crossley pointed out that in order to get in under the \$11,000.00 cost to the State (which amount was approved as a ceiling by the Board) that such refinements as tamping of the backfill, etc., on the project would be of the quality done by cities on projects of their own making. Mr. Crossley was instructed to make this proposal to the City of Homedale.

City of Blackfoot Interstate Connection. Chairman Burns reported on a meeting with the City of Blackfoot regarding their request to speed up the construction of the permanent interstate connection from Blackfoot to the west and eliminating the temporary connection now being used by traffic. The City was told that it would be a few months after all right of way has been acquired before the permanent connection could be placed under contract because of need of construction funds that are not now programmed for this project.

Programming of Future Construction on Primary, Secondary and Urban Systems Reviewed. Planning & Traffic Engineer, J. F. Pearring, outlined to the Board the timing of certain projects contained in the 1963 construction program. He brought out the fact that some of the projects would not have financing until the 1965 funds became available in July 1964. The State primary and secondary projects were found to be very tight money wise because of the large number of projects that were put into the 1963 program due to the uncertainty in right of way acquisition. It is this uncertainty that requires the Board to place about two and a half times the amount of projects in one year's construction program in order to have sufficient projects ready for bid letting in relation to construction moneys anticipated.

Firth 15W Interchange Signing. Chairman Burns recounted a complaint of the people in the Firth area of Interstate 15 to the effect that the Rose interchange does not indicate that it also serves the City of Firth. He asked the Department to consider re-evaluating the signing of this junction in that regard. He also stated that until the three connections to Idaho Falls are open to traffic that the sign "Idaho Falls next 3 exits" should be blanketed.

June 10, 1963

TUESDAY, JUNE 11, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Bids. The Board concurred in the recommendation of the State Highway Engineer on the following highway construction bids:

S-3811(1) - The work consists of constructing the roadway, drainage structures, 160' and 200' concrete bridges and a roadmix bituminous surfacing on 5.239 miles of the Pine-Featherville Road, Pine-Featherville, in Elmore County - Federal Aid Secondary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Max A. Boesiger, Mtn. Home, Idaho, in the amount of \$215,778.00 on June 14, 1963.)

I-80N-3(29)206 & F-2441(18) - The work consists of seal coating 7.704 miles of I-80N (Travelway), Jct. SH 27 - Snake River, and 2.510 miles of US 30N, Rupert Streets, in Minidoka County - Federal Aid Interstate, Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to the concurrence of the Bureau of Public Roads. (The contract was awarded to Twin Falls Construction Company, Twin Falls, Idaho, the low bidder, in the amount of \$41,427.00, on June 14, 1963).

Out-of-State Travel. State Highway Engineer Bennett was authorized to attend the AASHO-AGC joint committee meeting in Chicago, Illinois, September 30.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

SH 19 ER-52(1), Parcel No. 1, Tom Miklovich  
SH 19 ER-52(1), Parcel Nos. 5, & 5-E-1,  
Manuel Aspiri & Paul Fisher

June 11, 1963



Special Quitclaim Deed. The Board approved a Special Quitclaim Deed on Projects Misc. 953(1) & 953(2) to the United States of America in connection with relocation of State Highway 15 around Cascade Reservoir in Valley County.

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-90-1(7)11, Coeur d'Alene -

Remainder Parcel No. 10, portion NW $\frac{1}{4}$ NW $\frac{1}{4}$ , Section 12, Township 50 North, Range 4 West, Boise Meridian - to be sold for not less than \$600.00.

Boise One Way Couplet Right of Way Appraisal Reviewed by Board. Chief Right of Way Agent Mix and Review Appraiser John Stratton recounted to the Board the appraisals made on the Dufresne, Texaco, Pitney-Bowes, King and Fulton properties, Project No. U-3021(21) - Boise one-way couplet in Boise. There was considerable discussion regarding the recommendation of the review appraisals being below any of the original appraisals. The Board, after considerable detailed study and discussion in order to keep offering price within the limits of the appraisals, took the following action:

1. The Dufresne Property, the two most recent appraisals being \$11,900.00 and \$19,100.00, from which the Board determined to offer \$15,500.00.
2. Texaco Property, from the two most recent outside appraisals of \$47,500.00 and \$39,600.00, the Board determined to offer \$40,000.00 for a total buy out.
3. Pitney-Bowes Property, the Board agreed with the \$700.00 offer recommended by the Department.
4. King Property, with outside appraisals of \$28,500.00 and \$28,146.00, the Board authorized an offer of \$28,500.00 for the proposed property to be taken, or a total buy out of the King property for \$38,000.00.
5. Fulton Property, with two outside appraisals of \$23,250.00 and \$24,800.00, the Board authorized an offer of \$24,000.00.

Sucker Creek Bridge Reconstruction. Upon the recommendation of the State Highway Engineer, the Board authorized the Department to proceed with the bid letting for construction of the Sucker Creek Bridge in Owyhee County on SH 19 as soon as it could be made ready.

It was proposed to build the structure and permit traffic to use the temporary bypass containing a pipe designed to handle the normal flow of the Creek until such time as the two possible condemnations are settled involving approaches to the new bridge. This thinking was approved because future flash floods may take out the temporary bypass road and the new structure would then be in position to not cause the bypass and pipe to be replaced. Temporary approaches could cause the new bridge structure to be useable pending the settlement of possible condemnations, should the bypass be washed out in the meantime.

Department Property on Fletcher Street. Mr. Bennett indicated to the Board that the Department's property under lease on Fletcher Street is being appraised for Board consideration at the next meeting to determine a selling price in disposing of the property.

Signing - Marsing Park. The Traffic Department submitted a proposed signing of the Marsing Park and public fishing area on the Snake River and SH 72 as requested by Member Symms at the last Board meeting. The signing proposal was approved.

Union Pacific Railroad Delegation regarding railroad crossing automatic signal costs appeared before the Board. Those appearing were:

William Hynes, Special Representative, Boise  
 Les Anderson, Legal Counsel, Pocatello  
 Warren Tyler, Division Engineer, Pocatello

The delegation asked if the Board would accept the responsibility of determining the percentage of installation cost in railroad crossing automatic signal installations that counties, highway districts and city road systems should bear. The Board stated they did not care to assume this responsibility for other divisions of local government in expenditure of their road moneys. Mr. Gaffney agreed with the delegation that the number of local requests for automatic signal installations would be reduced to a realistic figure if some cost participation were required by the local division of government on the installation of automatic signals.

Inquiry was then made as to whether the Board would take a neutral position in the matter should it come before the legislature. The Board replied their position is always that of being neutral regarding other divisions of government financial problems as long as it does not involve the State Highway Fund. It was brought out that at present there were no statutes regarding the cost participation problem and that the railroad is at the mercy of the local people where an accident occurs on a railroad crossing. The Idaho Public Utility Commission at present has jurisdiction, but as to any cost participation by the local government, the law is silent.

The delegation indicated complete working accord with the Department's cooperation in railroad crossings on the State Highway System, as in this regard the railroad pays 10% and the State's Federal Aid picks up the balance, 90%.

Next followed a considerable discussion concerning the participation by the Highway Department for reimbursement in a part of the cost of uncollected damages sustained by the railroad to automatic signal installations at railroad crossings caused by motorists collisions. The delegation stated that in 1962 approximately \$3500 damages to signal installations was attributable to this cause. The damages were caused principally by only four accidents. The delegation proposed the Department participate in the loss to the railroad on 75% of the unrecoverable damages to signal installations. It was suggested to the delegation that they reduce to writing a proposal for Board consideration the clause containing this subject which the railroad wishes incorporated in the signal construction agreements and which is holding up agreements for three railroad automatic signal crossing installations that have been programmed for 1963 on the Spokane International Railroad, a subsidiary of the Union Pacific. The Board stated that the only reason the Department is participating in the Spokane International road in this respect is because the railroad stated that the Spokane International does not have trained signal maintenance personnel and that that statement be a part of the agreement when submitted.

Railroad legal counsel, Leslie Anderson, stated that in his opinion under the powers of the Board set forth in Idaho Code 40-120, that such participation could be legally entered into by the Department. No commitment was made by the Board other than to review the matter when the proposal was submitted in writing at a future Board meeting.

Request to Re-finance Department Property on Kimberly Road, Twin Falls. Appearing before the Board were:

Ted Roth, certified public accountant and trustee of  
present mortgagee, Martin Distributing Co., Inc.  
John Wolfe, Realtor  
Jerry Clover, Twin Falls seed man and prospective purchaser

Mr. Wolfe stated that Mr. Clover desires to purchase the property and have it re-financed on a 25-year basis. The Department holds a first mortgage. Of the original purchase price of \$92,000.00, there remains a principal amounting to \$67,714.22. On December 28, 1962, a supplemental agreement between the Department and Martin Distributing Company, Inc., mortgagee, was executed providing for 6 month moratorium

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of monthly payments of principal installments due on the sale contract. This agreement terminates July 1, 1963, at which time all delinquent principal and any unpaid interest would be due and payable.

The Board informed the delegation that the Department is not in the finance business and suggested that the group find private or commercial lending agencies that are in the finance business as a means of assisting Mr. Clover's taking over the present mortgage. Failure to comply with the contractual agreement which terminates next month would result in the Department's taking appropriate action to recover the property covered by the mortgage as therein provided. The supplemental agreement was entered into with the Martin Distributing Company and their assignee, the Idaho Falls Bank and Trust Company, last December for the purpose of giving them the time necessary, in their opinion, to find suitable occupant for the building that could take over and assume the original contract of sale.

Should the supplemental agreement not be satisfied and the deferred payments not be brought up to date by the mortgagor and assignor as provided therein, the Department's Legal Division was instructed by the Board to proceed with due notice of the above intended action next month.

The Right of Way Department stated that the amount payable under the contract as of June 1, 1963 is \$69,496.72.

Chambers of Commerce - McCall to Marsing. Next appearing before the Board were the following representatives of the Chambers of Commerce of the area:

Roger B. McGinnis, Executive Vice President,  
Greater Boise Chamber of Commerce  
B. A. Valentine, Banks  
Harry Nock, Senator, Cascade  
Clyde Yensen, Senator, Garden Valley  
Clyde Hall, Banks  
H. M. Carney, McCall  
Jay Hill, Boise  
E. J. Nonnenman, Smiths Ferry  
Dan DeFrancisio, McCall  
E. J. Quintieri, Boise  
S. W. Harwood, McCall  
Roland Williams, Banks  
Grant L. Ambrose, President, Meridian  
Chamber of Commerce  
John Wray, Nampa, Chamber of Highway Committee  
Robert Sarles, Manager, Chamber of Commerce, Nampa  
K. W. Egbert, Chamber of Commerce, Nampa

The representatives urged the Highway Board to cause SH 15 to be extended from its southern terminus at State and Fairview Avenue, Boise, to the SH 72 and US 95 Junction west of Marsing. The proposal was that SH 15 should overlay US 30 to the Nampa Junction of SH 72 and thence replace SH 72 to its western terminus, the Marsing Junction.

The delegation pointed out their desire to advertise the proposed route as a scenic view route of Southwest Idaho. They declared that the designation is needed to eliminate confusion by people coming into Idaho from the Southwest and trying to find their way in and about certain areas. Member Symms said that he could understand the group's point of view but stated he could anticipate resistance from groups on US 95 south of New Meadows.

The Board concluded assuring the delegation that every consideration would be given the request but at this time could offer no encouragement or opinion regarding the request.

Planning & Traffic Engineer Pearring indicated, after the delegation left, the advantages of a single route designation being given a route that leaves a US Highway and retains the same designation to the point where it rejoins the US Highway - as would be the case in this request. He pointed out, however, that the location of the route requested was not the most direct route. However, the Board recognized that a good percentage of the north bound traffic on US 95 was destined to the Boise Valley area and Boise in particular.

Boise City Council - One-Way Couplet. The Boise City Council and Mayor next appeared before the Board inquiring as to the present status of the Boise one-way couplet project. Mr. Bennett told them that appraisals are being made and that right of way negotiations will follow as fast as possible. The appraisals had been held up on the Boise River because of the involved status of riparian rights applicable to those parcels adjoining the River. This matter has now been resolved with the Department Legal Division and they are proceeding with the appraisals on that section. Mr. Bennett stated that they are hopeful that the bridge section across the Boise River would be the first to be let. However, should right of way acquisition be completed first on any of the other three sections of the project, it is anticipated to go to contract stage as soon as one section's right of way has been fully acquired. The delegation was assured that the Department has no plans of dropping any part of the project, rumors to that effect notwithstanding.

Mr. Bennett stated that the bridge section of the one-way couplet does not have to wait until the interstate connection to 20-30 junction has been completed. The bridge across the Boise River is planned so that it can be used temporarily until the full interchange, eventually

required for the operation of the Interstate connection, is complete. Council stated they are beseeched by phone and personal conversations as to the confirmation of progress on the project since there is little progress visible to the eye.

Councilman Morris indicated the November election might bring a complete change in the City Government unless some visible work is underway by then. Councilman Koch said the city needs some physical evidence of progress as the opponents to the project are using the lack of any visible progress as a psychological weapon. Councilman Jones stated that he did not want the couplet project to get lost in the shuffle of such other contemplated State projects as the widening of State Street from 23rd to 27th, which has been discussed for 9 years.

In discussing the Interstate bypass of Boise, Mr. Bennett told the group that the Department is progressing as fast as it can. The engineering design is complete on a majority of the distance from Maple Grove to Issacs Canyon. He also stated that actual purchase of complete taking parcels is in progress as authorized for advanced purchase in order to assist sub-division developers that are pressed for the expansion of subdivisions in the path of the Interstate route location. Those fractional parcels that are not complete buyouts will have to await full completion of the design before right of way can start negotiating. The Board assured the delegation that appraisals of property on the one-way couplet are nearly complete and the time is drawing near for the negotiation of purchase of rights of way.

Homedale Delegation. Next appearing before the Board was the delegation from Homedale composed of:

A. E. Murphy  
Everett A. Colley  
W. E. Bredy  
Norman Tohnie  
Lee Stutheit

The delegation asked that the Homedale bridge not lose its place in the planning program, and stated their concern of the possibility of a relocation of US 95 with a bridge some distance up stream on alignment directly south from Marsing and missing Homedale completely. The Board assured them that it is not contemplated to have US 95 miss Homedale, although the present location study underway may not cause the highway to go down the main street. They were assured that Homedale would be served by a crossing nearby.

The problem of acquiring right of way for Sucker Creek Bridge was mentioned to the delegation, whereupon A. E. "Spud" Murphy offered to assist in contacting and negotiating the matter with one of the potential condemnees, Tom Miklovich. Board Member Symms then enlisted Mr. Murphy's help by making an appointment with him to contact Mr. Miklovich Thursday of this week to clarify his apprehension regarding an open drain ditch being too near his house.

WEDNESDAY, JUNE 12, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

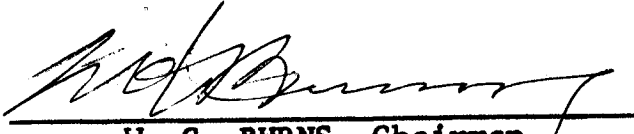
Henry Gunderson - Concrete vs. Metal Pipe. Bureau of Public Roads Division Engineer, Henry Gunderson, met with the Board to discuss the matter of comparable alternates of metal vs. concrete pipe in bid specifications. The Board policy formulated last year with the objective of keeping an even competition between both types of pipe was recounted to Mr. Gunderson. He then indicated that he thought the Board was being unduly apprehensive at this early point regarding the effect of the policy and procedure recently received by the Boise office of the Bureau of Public Roads concerning the application of concrete vs. metal pipe in projects. He thought things could be worked out and still stay within the scope of the memorandum. However, there will be times when a good look would have to be taken at the specifications and that justification would have to be forthcoming on pipe specifications in project proposals.

When asked by Mr. Bennett if engineering determinations by the Department would not be recognized, he indicated that engineering justifications by the Department would always be given due recognition as to the use of pipe requested. Chairman Burns assured him the only objective of the Department, and of a very real nature, was that the two types of pipe be so specified in contract proposals that competition would prevail and that neither concrete nor metal pipe could be granted a distinct advantage over the other in bidding proposals. To this Mr. Gunderson agreed in so far as they were able to interpret and apply the policy and procedure memorandum as applicable thereto.

Department's Computer Program. A very thorough explanation of the use that the Department's computer is being put to was presented to the Board by Marion Whaley, Accounting; Dean Tisdale, Planning; Ed Equals, Planning; and Frank Leonard, Design.

The Board then was given a directed tour of the operation in the computer section.

WHEREUPON, the Board adjourned at 11:35 a.m. until its next meeting scheduled for July 23, 24 & 25, 1963.



W. C. BURNS, Chairman

Read and Approved  
July 23, 1963  
Boise, Idaho

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS July 23, 24 & 25, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Tuesday, July 23, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

S-2741(2) - The work consists of furnishing drilling equipment and drilling test holes for foundation investigation of the proposed Hansen Bridge on SH 50, north of Hansen, in Twin Falls and Jerome Counties - Federal Aid Secondary and State financed. As the low and only bid was 236.5% over the engineer's estimate, the bid was rejected and the project readvertised for the July 23 bid letting.

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S-1834(1) - The work consists of constructing the roadway, drainage structures and a road mix bituminous surfacing on 4.948 miles of the Liberty Road, Liberty West, located approximately 14 miles southwest of Blackfoot, in Bingham County - Federal Aid Secondary and County financed. The contract was awarded to Twin Falls Construction Company, Twin Falls, Idaho, the low bidder, on June 24, 1963, in the amount of \$199,225.65 - Alternate No. 1.

S-1739(6) - The work consists of constructing the roadway, drainage structures and a road mix bituminous surfacing on 4.157 miles of State Highway 86, Dayton - Bear River, in Franklin County - Federal Aid Secondary and State financed. The contract was awarded to Jack B. Parson Construction Company, Smithfield, Utah, the low bidder, on June 28, 1963, in the amount of \$294,328.90 - Alternate No. 1.

S-3809(8) - The work consists of constructing the grade and drainage structures on 4.934 miles of the Mountain Home - Hill City Highway, W. Cat Creek Section Ext., in Elmore County - Federal Aid Secondary and State Financed. The contract was awarded to Morrison-Knudsen Company, Inc., Boise, Idaho, the low bidder, on July 18, 1963, in the amount of \$639,664.70.

U-6033(5) & U-6471(11) - The work consists of constructing the roadbed, drainage structures, a plant mix bituminous surface, highway illumination and signalization on 1.205 miles, S.C.L. Idaho Falls to Broadway Avenue and 0.359 mile of Yellowstone Avenue, Broadway Avenue to R.R. Underpass on U.S. 91-191, in Bonneville County - Federal Aid Urban and State financed. The contract was awarded to Pickett & Nelson, Inc., Idaho Falls, Idaho, the low bidder, on July 3, 1963, in the amount of \$671,829.00 - Alternate No. 2.

F-4114(17) - The work consists of constructing the roadway, curb and gutter, and a plant mix bituminous surfacing on 0.414 mile of U.S. Highway No. 95, "C" St., - N.C.L. in Moscow, in Latah County - Federal Aid Primary and State financed. The contract was awarded to United Paving Co., Inc., Spokane, Washington, the low bidder, on July 1, 1963, in the amount of \$101,791.00 - Alternate No. 1.

I-15W-4(18)108 - The work consists of constructing a 169' concrete bridge over Rock Creek, west of Massacre Rock, on Interstate Highway 15W, in Power County, located approximately 2 miles west of Massacre Rocks - Federal Aid Interstate and State financed. The contract was awarded to Titus, Inc., Jerome, Idaho, the low bidder, on July 8, 1963, in the amount of \$63,954.00.

ER-53(1) - The work consists of constructing a 151' concrete bridge over the Portneuf River, a detour and 174' pile and timber trash rack on U.S. Highway 30N, west of Lava Hot Springs, in Bannock County - Federal Aid Emergency and State financed. The contract was awarded to Morrison-Knudsen Company, Inc., Boise, Idaho, the low bidder, on July 16, 1963, in the amount of \$71,554.50.

S-2867(3) - The work consists of constructing the roadway, drainage structures and a roadmix bituminous surfacing on 2.629 miles of the Camp Road, north of Acequia, located approximately 10 miles in a northerly direction from Rupert, in Minidoka County-Federal Aid Secondary and County financed. The contract was awarded to Holmes Construction Co., Inc. Heyburn, Idaho, the low bidder, on July 15, 1963, in the amount of \$85,532.90.- Alternate No. 1.

Report on City of Homedale Storm Sewer Proposal. Urban Engineer Crossley reported to the Board that the Department's proposal for a storm sewer for the City of Homedale to drain east into the Snake River would be presented for final approval at the next City Council Meeting. Mr. Crossley indicated the City was in favor of the proposal and expected them to sign the agreement.

Right of Way Encroachment in Arco. Urban Engineer Crossley reported that the Mobile Service Station encroachment at Arco has been settled to the satisfaction of the Bureau of Public Roads when they accepted the enforcement provisions by the City of Arco as a solution of the problem of servicing automobiles on the right of way. This encroachment was on Arco Project F-2353(2).

A.E. Rose Property - Pleasant Valley - Interstate Route 15. The alternate manner of serving the above property on Project I-15-3(11)188 as submitted to the Board was that a lock gate could be granted Mr. Rose for access to the Interstate or an 8 by 8 structure under the roadway could be granted. Because of the heavy snow and drifting conditions in winter, it was the Board's determination that a lock gate should be granted Mr. Rose until such a time as the facility would be changed to a four-lane freeway. In the meantime, the Department should padlock the gate in the spring, after the snow, permitting the use of the present access to Mr. Rose's property and unlock the gate when the weather in the fall causes the present access to be uncertain for Mr. Rose. During the winter it is Mr. Rose's responsibility to keep the gate closed after entering or leaving the Interstate. The Right of Way Department, in negotiating the gate settlement, should stipulate in writing to Mr. Rose that if and when the facility goes to four-lane standard the gate access would be extinguished.

Mountain Home - Bliss Interstate Connection. Planning & Traffic Engineer Pearring outlined four alternate routes for the Interstate location between Mountain Home and Bliss. The Board indicated it favored line one and three, which is located northeast in passing Mountain Home, staying to the east and north of the railroad at Hammett and crossing the Snake River on line three at Glenns Ferry, traversing Pasadena Valley and again crossing the river to lay south of the present US 30 to a point of connection north of Bliss at a location that was firmed up bypassing Bliss at public hearing March 12, 1957.

Department's Report on Drilling Equipment owned by the Department.

The Department gave the Board a report on the drilling equipment used on exploration work and owned by the Department. Mr. Burns stated that he believed the Department had enough drilling equipment and if additional exploration work was needed the drilling should be contracted on a lineal foot basis. Mr. Symms expressed a like opinion.

Utility Facility Relocation Determinations. After reviewing the project plans, the Board decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

FHP 47-1(2), Cat Creek Summit - West, Elmore County - Mountain States Telephone & Telegraph Co.

ER-52-1, Sucker Creek Bridge, Owyhee County - Idaho Power Company and Owyhee Telephone Company

S-1811(1), Pegram Road, Bear Lake County - Utah Power & Light Company

S-3894(5), Hornet Creek Road, Adams County - Idaho Power Company and Mountain States Telephone & Telegraph Company

Speed Limits in Rupert (SH 24 & SH 25). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 24 & SH 25 in the City of Rupert, as recommended and stated in marked Exhibit A-11 which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Fairfield (SH 68). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 68 in the Village of Fairfield, as recommended and stated in marked Exhibit A-12 which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Twin Falls (US 30, US 93, SH 50 & SH 74). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30, US 93, SH 50 and SH 74 in the City of Twin Falls, as recommended and stated in marked Exhibit A-13 which is made a part hereof with like effect as though extended in full herein.

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Speed Limits in Dietrich (SH 24). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 24 in the Village of Deitrich, as recommended and stated in marked Exhibit A-14 which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Acequia (SH 24). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on SH 24 in the Village of Acequia, as recommended and stated in marked Exhibit A-15 which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Burley (US 30 & SH 27). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 30 & SH 27 in the City of Burley, as recommended and stated in marked Exhibit A-16 which is made a part hereof with like effect as though extended in full herein.

Policy Statement for Roadside Development Along Idaho Highways.  
The Board approved the following:

FORWARD

The State Legislature has by statute charged the State Highway Department with the maintenance of a State Park at Challis on US 93 in Custer County and Lawyer's Canyon Park on US 95 in Lewis County.

Roadside Planting

Roadside planting is considered to fall into two categories:  
(A) functional planting and (B) landscaping.

- A. Functional planting shall be on the basis of engineering judgment and may include planting for the purpose of erosion control, headlight screen, noise barriers, traffic safety, noxious weed control, roadway delineation, etc. (Selective planting by routine patrol maintenance personnel will be considered functional planting.)
- B. Landscaping has, as its main purpose, the enhancement or preservation of the aesthetic values of the highway and its immediate environs. As a general guide, landscaping may be undertaken under the following general conditions:

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1. Projects for landscaping shall be included in the annual construction program in the same manner as any other project. This will allow the project costs to be viewed in proper perspective to the over-all construction program.
2. Local agencies will be contacted before projects are designed for roadside planting.
3. Landscaping will be included in a project when a local agency requests it and enters into an agreement with the Department to assume full responsibility for all future maintenance of the landscaping.
4. The degree of landscaping will be limited to that necessary to insure that the appearance of the highway is compatible with the appearance of the surrounding area.
5. Every effort is to be made to enhance the appearance of the highway through a basic design that is practical and functional and that will still result in roadways that are aesthetically satisfactory.

#### Roadside Facilities

- A. Primary and Secondary Highway Systems that do not have full controlled access. Rest areas, litter barrels, viewpoints, historical sites, and roadside parks along the roadsides are functional and desirable elements on heavily traveled roads and on those carrying recreational traffic. They are a part of the complete highway development provided for the comfort, safety, and convenience of the road user.
  1. Rest areas which include picnic areas, roadside parks, viewpoints, and historical sites are areas outside the normal continuous shoulder to provide space for parking of vehicles. Generally these rest areas will be initially developed to approximately one acre in size except where terrain features or high usage dictates a larger facility. Additional acreage is desirable to allow expansion. All access roads and parking areas are to be surfaced.

2. The maximum facility at a rest area will provide for trash barrels, picnic tables, shade, toilets, and water (if readily available). Overnight use at the maximum facility is encouraged to the extent that individual vehicle parking may be provided.
  3. In flat and rolling terrain, the frequency of rest areas should average about 1 per 15 miles. In mountainous terrain, the frequency of rest areas should average about 1 per 5 miles. Private and other governmental park facilities will be given consideration, relative to spacing, when setting up roadside facilities.
  4. Through fishing and hunting areas, the rest areas should provide the maximum facility.
  5. Rest areas shall be included in the annual construction program for contract or State Force Construction in the same manner as any other project.
- B. Interstate System. Generally, the Board subscribes to the AASHO Policy on Safety Rest Areas for the National System of Interstate and Defense Highways, and other highways built to Interstate Standards.
1. Safety rest areas are for emergency stopping and resting by motorists for short periods and not for family picnics, active recreation, waterfront activities, or overnight camping.
  2. The spacing of safety rest area sites should be such that, in combination with other stopping opportunities within or near cities and at service facilities on crossroads with interchange connections, available facilities are approximately one-half hour driving time or 25 miles apart.
  3. The size of the sites including the normal right of way available as part of the rest area generally will be 3 or more acres. Where land values are low, the area acquired may be increased to 10 acres to permit future expansion of the safety rest area if desirable.

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4. Factors affecting safety rest area site will be topography, natural advantages, drainage, availability of drinking water and power, volumes and types of 1975 traffic, land cost, changes in land use, and suitability for development with standard facilities.
5. Layout and design shall conform to current accepted practices and in conformance with B.P.R. regulations.
6. Ports of entry, as constructed for Law Enforcement, may be expanded to provide full rest area facilities.
7. Connections should not be made to any existing road-side park where they would be used for access to private lands, resort developments, tourist business, and the like unless the connection constitutes a necessary public road access similar to public road accesses elsewhere on the Interstate Highway.
8. Rest areas shall be included in the annual construction program in the same manner as any other project.

In discussing the above policy, the Board directed the Department to locate picnic tables in such a manner that a car can be driven close by.

Transactions with Other Jurisdictions, - Policy. The Board determined that the Department should follow a cash policy in any contemplated transaction with highway districts, urban or county jurisdictions.

Where total costs are not known, such as in contractual intermittent maintenance services, written agreements should be entered into and the recipient of the service billed and payments made promptly to the Department monthly. Failure to pay should automatically cancel the agreement.

The Department is given blanket authorization, through the State Highway Engineer, to enter into negotiations with local, state or federal agencies to furnish materials, supplies and equipment rental that may be considered available when the consideration is less than \$1,000. Such negotiations are to be applied only when and where the Department would not be discommoded by release of same and where reimbursement at cost would be assured.

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Snow Plowing Deviation Policy. The Highway Department may, at the discretion of the State Highway Engineer, allow snow plowing crews in the sparsely settled back country, such as Stanley Basin, Island Park, Grasmere, etc., to plow snow to service stations, post offices, etc., which are adjacent to the highway. This variance to the general policy of plowing the State Highway System only is permitted until such time as the areas will have developed to the stage where local plows would be available. This is done as a service to the highway users in these remote areas.

Galena Summit, Wayan to Freedom, Mores Creek, Dixie to Hill City, and Bull Trout Summit will be closed each winter except when, at the discretion of the State Highway Engineer, it may be more economical for the Department to keep any of these passes open due to mild winters, providing adequate winter travel safeguards to the highway user are maintained. (Supersedes policy of 9/20/61)

Material Sources on Irrigated and Cultivated Farm Lands Policy. The Board determined, as a matter of policy, that irrigated or cultivated farm lands should be acquired for material sources only when marginal uncultivated land material sources are not economically available.

Before irrigated or cultivated lands are to be recommended for material sources, comparative cost benefit analysis should be made and considered as to:

- Cost of haul
- Land tax classification
- Gradation or quality of material
- Appraisal price
- Other economic variables

The Board wishes to be advised, before cultivated or irrigated land acquisitions have been entered into, that a comparative cost benefit analysis has been made of the property by the Department.

Extension of SH 15 to Marsing Denied. Mr. Pearring submitted a report to the Board as to the Planning Division's recommendation regarding the extension of SH 15 from Boise to Marsing and to a junction of US 95 west of Marsing. The report recommended the existing designation of SH 15 be retained. The report is on file in the Board Secretary's office. The Board agreed and determined not to extend State Route 15 at this time as requested. A long-range study as to the feasibility of state-wide renumbering of the highway systems is underway.

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Ahsahka - Orofino Planning Report. The Board heard the report from the Planning & Traffic Division as submitted by Mr. Pearring and concurred that Lenore, Peck and Myrtle sections scheduled for improvement on US 12 should be delayed and the money diverted to: First, the improvement of the approaches to both ends of the Orofino State Highway 7 Bridge. Second, that priority should be given to the Orofino West to Riverside section of US 12, which it is planned to relocate along under the hill and move the airport out towards the river. The reason for the diverting of the planning of construction moneys to the Orofino area was occasioned by the accelerated manner in which the construction and development of Bruce's Eddy Dam is being planned. The tight geographic nature of the present highway location calls for immediate highway improvements to facilitate the free and safe movement of an additional 15,000 people in the Orofino area.

Mr. Bennett indicated that the Department would advise the army engineers, who in turn might suggest to the bidders on the Bruce's Eddy Dam to the effect that during the period of spring breakups that restricted postings as to weight of loads could be expected.

John's Hole Bridge Area Control of Access Changes. Mr. Pearring outlined to the Board the reasons for changing the design of the John's Hole Interstate connection on the primary highway section which was brought about to lessen damages on the north side of the project in right of way acquisition and to provide better traffic operation at the south end of the City as well as to the new location of the route towards Ucon. The Board agreed to the proposed revisions even though the cost of the project may be increased thereby.

Utility Relocation on Interstate 15, Clark County. Utilities Engineer, Gordon Hawkes, asked for the Board's guidance as to the Department participating in the relocation of a telephone line from Spencer to Humphrey. The line is operated by the Mud Lake Telephone Company, a cooperative, which serves only a pay telephone in Humphrey. The Department's share in relocating a two-mile section of the line located on private land is estimated at \$2160. The estimated cost of relocation of the section of Mud Lake Telephone Company's line located on public land is \$1440. To this the Board gave its approval because of the emergency use that might arise from the highway motorists in the vicinity of Humphrey, and concluded that the State, however, should not go beyond that expense incurred in moving any of the line that is not a legal obligation of the Department.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-15-3(11)187, Parcel Nos. 8 & 8-E-1, Alma E. Rose

I-80N-3(11)164, Parcel No. 16, Caroline Louise Morris, et al

Special Warranty Deeds. The Board approved Special Warranty Deeds on the following:

I-90-1(21)42, Parcel No. 101 A, Robert M. Bauman  
F-6033(5), Parcel No. 2 A, Oregon Short Line Railroad  
& Union Pacific Railroad (Lessee)

Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

Moyie Springs Maintenance Yard Site, Portion of  
Lot 2, Block 2, Moyie Springs Townsite, Boundary  
County - to be sold for not less than \$450.00.

WEDNESDAY, JULY 24, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the June 10, 11 & 12 Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

F-3112(22) & ST-3882(505) - The work consists of seal coating 1.979 miles of US 95, Cambridge South and constructing a roadmix bituminous surfacing on 7.398 miles of SH 71, Cambridge Northwest, in Washington County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to the approval of the Bureau of Public Roads.

I-80N-1(36)14, F-3111(9), SU-3754(6) & STM-3321(504) - The work consists of seal coating 4.099 miles of I-80N, Jct. US 30 - Sand Hollow, 9.315 miles of US 20-26, Parma-Notus, 2.205 miles of SH 45, Nampa-South and 6.287 miles of SH 44, Star-Eagle, in Ada, Canyon, and Payette Counties - Federal Aid Interstate, Primary, Secondary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to the approval of the Bureau of Public Roads.

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S-2741(2) - The work consists of furnishing drilling equipment and drilling test holes for foundation investigation of the proposed Hansen Bridge on SH 50, north of Hansen, in Twin Falls and Jerome Counties - Federal Aid Secondary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to the approval of the Bureau of Public Roads.

ER-52(1) - The work consists of constructing a 144' concrete bridge and approaches over Sucker Creek, west of Homedale, in Owyhee County - Federal Aid Emergency and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder of Alternate No. 2, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Portneuf Lumber & Supply, Inc., Pocatello, Idaho, on July 26, 1963, in the amount of \$60,879.85).

Personnel Raises & Promotions. Ingrade raises were approved for L. F. Browning of District 1 from \$761 to \$788; and George J. Neumayer, Personnel Director, from \$761 to \$788.

Promotions were approved for: Robert J. Moore, Senior Right of Way Agent to Assistant Chief Right of Way Agent, \$610 to \$735; and William C. Park, Area Right of Way Agent to Assistant Chief Right of Way Agent, \$709 to \$735.

New Construction of Buildings. The Board approved the recommendations of the State Maintenance Engineer regarding the following 1st and 2nd quarter new building construction for the Maintenance Division. The 3rd and 4th quarter will be submitted again at a later date.

"The fiscal 1964 budget allows \$150,000 during each quarter for new construction of buildings.

A priority for expenditure is proposed as follows:

1st QUARTER

1. Osburn Maintenance Shed: \$35,000  
 Site is acquired.  
 Plans are practically complete.  
 No facilities are available for maintenance forces.
2. Cotterell Port of Entry: \$50,000  
 Site is acquired.  
 Standard plans are practically complete.  
 No facilities are available.  
 Salvage of Strevell Port will be a boon to the Department.

July 24, 1963

3. Salmon Maintenance Shed: \$65,000  
Site is acquired.  
This shed will be similar to the  
one constructed at Grangeville.  
Facilities are inadequate for major  
equipment repair.

2nd QUARTER

4. Lowman Maintenance Shed: \$35,000  
Site acquired.  
Building plan not ready.  
No facilities for maintenance  
forces.
5. Montpelier Maintenance Shed: \$35,000  
Site acquired.  
Plans are complete.
6. Hailey Maintenance Shed: \$35,000  
Site acquired with Materials Deposit,  
just north of Hailey.  
Plans not ready.
7. Mack's Inn: \$35,000  
Site in process of acquisition.  
Plans not ready.
8. Pocatello Sign & Carpenter Shop: \$10,000  
Do by State Forces in conjunction  
with District budget of \$8,000.

Present Maintenance Shed will then be  
adequate for some time."

The Department was authorized to procure plan tracings to be  
Department property for standard modules of maintenance shed con-  
struction and submit the price proposals by interested architects  
for such tracings at a later Board meeting.

Miscellaneous Correspondence. The Board read the following  
communications:

- A. Compton I. White's letter regarding his interest in the  
progress of Hope-Denton curves Forest Highway Project.
- B. Cleo Swenson's news clipping suggesting US 89 moneys  
through Logan Canyon be allocated to Strawberry-Sharon  
Road.

- C. President of Oneida Farm Bureau, Floyd Hess of Malad, urging hard surfacing of the remaining section of Highway 37 between Rockland and Holbrook.
- D. Pennsylvania Road Builders letter urging Idaho's participation in the National Home Rule Road Program, to which the Board indicated no interest as the program advocates doing away with all federal aid for highway purposes.

Highway Research Correlation Approved. The Board approved the Department's participation to the extent of \$4,195 for the Department's share of participation in the Highway Research Board's Correlation Service.

Personnel Salaries and Wages. Personnel Director George Neumayer discussed with the Board the adjoining State Highway Departments' current salary and wage picture as related to this Department, together with the scheduled salary increases that are being put into effect in those states.

Mr. Neumayer stated the graphic present picture indicates Idaho's average salary schedule is the lowest in nearly all categories of the seven adjoining states, with the possible exception of that of clerical.

The Board indicated its concern and instructed the Personnel Director to present, in the near future, salary schedules that would improve those selected positions. Mr. Neumayer promised to present to the Board a correlated budget picture that would be of help in guiding the Board in the salary deliberations.

Jerome Interstate Section Right of Way Matters. Next appearing before the Board were the following farmers representing themselves regarding right of way matters, as the interstate location affects their properties. Dr. F. J. Supple was spokesman for the group composed of:

Murry O'Roark  
 F. N. Trappen  
 Bert Callen  
 Arnold Cross  
 Oliver Johnson  
 Virgil J. Lykley

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Mr. O'Roark has settled his property with the right of way negotiators. Dr. Supple insisted land appraisal prices were too low. Their problems also settled around severance damages, particularly where the farm buildings and residences were severed from the rest of their farm and the proper delivery of irrigation water. (A recap of Dr. Supple's statement is in the Board Secretary's files.) Mr. Burns welcomed the delegation and said the Board would do their best to represent them in their problem; further saying that the reason the Board was created was to represent the best interests of the citizens.

Mr. Gaffney very vehemently stated he would be glad to take issue with anyone, including the Bureau, as to present methods used to arrive at severance damages to farm property where the farm home and buildings are severed from the balance of the farm. Mr. Symms also at some length stated a like belief.

The Board indicated they were very sympathetic with property owners whose property is so severed and that there are a lot of things the Board and the Department would like to pay for but they are not compensable in the Bureau of Public Roads' regulations and possibly not permitted by statutes.

Chairman Burns indicated the Department has difficulty in getting farmers to state their asking price, which makes it difficult for the Department to negotiate as required by law. "If we can't get together", Chairman Burns said, "then we must ask the courts to settle." Chairman Burns explained the fair market value of the land was the basis on which right of way had to be negotiated. Dr. Supple stated that they would like to have new appraisals. In some cases, only one appraisal has been made.

Dr. Supple requested that the Highway Board appoint a Citizens Appraisal Board to re-appraise properties in this project. To this the Board declined as Mr. Supple was confused with the commissioners (three) type used in condemnation settlements. The Board stated that they would go over the properties and, where in the opinion of the Board a second appraisal is advisable, another would be made.

After the delegation left, the Board emphasized to the Right of Way Department that there are special cases and for this reason no one set of procedures, such as is envisioned by the Bureau of Public Roads, can fit all right of way acquisitions. Assistant Chief Right of Way Agent Bill Park pointed out, however, that certain ground rules have to govern in right of way acquisition and still stay within the manner in which compensation may legally be paid.

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The Board urged the Department to have a second appraisal by outside appraisers made of the Carl Hughes, Nick Trappen and Dr. Supple properties. Considerable discussion centered around a cattle feeding operation where the proposed road location cuts the farm land from its feeding business. To this Chairman Burns said the man should be paid for this change in farm operation. Chief Legal Counsel Tway stated that if the Department spends money outside of what the law terms is compensable, then we would be personally liable. This particular location of the Interstate is such that farms are cut on the diagonal and severances are severe in some cases.

Village of Heyburn Regarding Heyburn-Rupert Project. Next appearing before the Board were:

Heyburn Village Board Chairman Harold Hurst  
 Board Members: W. B. Christenson, J. R. Brown,  
 and V. Mattson, Village Board Clerk - and  
 Heyburn Chamber of Commerce Members: W. H. Welborn and  
 Leo J. Handy

The group urged that the Department, in the interest of time, consider shortening up the Rupert-Heyburn Project by setting up a project from the bridge northwest to Heyburn, as the right of way negotiations, it appears, will be settled on that section first.

They were told that it is a little too early yet to determine what delays, if any, will be experienced in acquiring the access rights between Heyburn and Rupert. Mr. Bennett told the group that it would leave too short a section for an economical bid letting of the remaining section northeast of Heyburn. Chairman Burns stated that the Department was working on the right of way access control beginning the first of this week and that they would keep their request in mind should any unforeseen delays indicate the need of splitting the project.

Segarini - Kellogg Right of Way Matter. Next appearing before the Board were Mr. & Mrs. S. V. Segarini who are unhappy with the court determination made of their condemnation case on their property in Kellogg. Inadequate access to their home was their complaint, together with the inadequacy of the \$7800 in damages awarded by the Federal Court, growing out of the condemnation suit. The Board stated awards by the court are final in right of way disputes and that the Board could not go beyond settlement made by the court. However, the Segarinies were urged to seek relief from the City of Kellogg by properly zoning the alley entrance to the property to the extent that blocking the alley should not be permitted beyond a certain time limit in any day.

Mr. Segarini asked that the Department move the controlled access right of way fence line towards the Interstate Freeway in order to provide a driveway from the bridge approach of Hill Street to his house, to which the only access now is from the alley - with no place to park their car. The Board indicated they will make an investigation as to the feasibility of doing this before submitting the request of moving the fence to the Bureau of Public Roads for their concurrence. Chairman Burns indicated that he was not at all optimistic that such a request could be made now that the project has been built and questionable safe approaches to Hill Street might cause the Bureau to deny the request. In any event, considerable time would be required before a reply could be expected as the matter would probably have to go to the Portland and possibly the Washington offices.

Washington County Commissioners - Olds Ferry. Next appearing before the Board were the Washington County Commissioners and the Weiser Chamber of Commerce consisting of:

Charles E. Jackson  
Dennis E. Sheely  
Robert Servatius  
John Lloyd  
Barton Sasaki  
F. Jim Anderson

The two county commissioners stated they wish to place \$90,000 of Federal Aid money now accruing to the county as a part of a project for construction of the Olds Ferry Bridge. The Board asked them if they intended to match the \$90,000, to which they replied they did not contemplate doing at this time. The Board reminded the delegation that both Idaho and Oregon were committed to building the Ontario Bridge first, which project is not in the present construction program. For this reason it would be too long a time to hold the Federal Aid moneys offered by Washington County in suspense awaiting such a time when Olds Ferry would be in the construction program picture.

They asked the Board that when the Ontario Bridge was ready for contracting agreement that the Department get a commitment in writing regarding Oregon's participation in the Olds Ferry structure. Chairman Burns stated that they were convinced that Weiser and Washington County people want the Olds Ferry Bridge and that the proper overtures would continue to be made with Oregon to that effect when the time is right.

The delegation thanked the Board for their position in not extending the designation of State Highway 15 to Marsing.

July 24, 1963



Interstate Location, Mountain Home to Bliss - Delegations.

Appearing before the Board were F. T. Pfeiffer, Russell Fisher and Harold Kniefel, farmers south of Mountain Home. When the route east of the railroad tracks from Mountain Home to Hammett was pointed out as being favored by the Board as the line to be brought to public hearing, the delegation concurred in that being the line of their choice. Mr. Fisher urged the Department to keep the line up into the Bureau of Land Management public lands as much as possible and out of the private lands as his property adjoins the B.L.M. lands. He was concerned also about a stock crossing from his property to the summer range in the B.L.M. lands.

The delegation was urged to attend the public hearing at Mountain Home when it is held and repeat their views regarding the location proposed at that time.

A delegation from Hammett composed of:

Bert Waller  
H. G. Bergstrom  
Karl Koch  
A. M. Egusquiza  
Jack Gjording

next appeared before the Board inquiring as to the line or routes under consideration and were pleased that the Board had tentatively elected to go into public hearing with the route closest to Hammett, although it was on the north side of the railroad tracks. The delegation was unanimous in approving the line the Board is favoring.

Glenns Ferry Mayor H. G. Bergstrom stated that line three which crosses the river at Glenns Ferry and serves the Pasadena Valley farmers is the line that would do the least damage and has his approval. This group also was encouraged to appear and voice their views regarding the proposal that will be brought to public hearing.

THURSDAY, JULY 25, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

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Mr. Gunderson, Bureau of Public Roads Division Engineer, discusses Mountain Home to Bliss Interstate. Mr. Gunderson, Division Engineer of the Bureau of Public Roads, met with the Board at 10:30 a.m.. Mr. Burns told Mr. Gunderson he was sorry that he had not invited him to hear the Mountain Home, Hammett, and Glenns Ferry delegations relative to the Interstate location between Mountain Home and Bliss. Mr. Burns stated that it was very important to place it in the proper location, the wrong location having to be replaced would leave a big scar on the landscape. Mr. Gunderson said that the Bureau wanted to study with the Department and confer with the Board relative to proper location of any new Interstate location before public announcement was made. His remark was occasioned by an article in the Boise Statesman that morning quoting the Board as favoring a portion of lines one and three each. The Board felt his position was a reasonable one.

The Board discussed next the right of way trouble near Jerome. Mr. Burns again stated he was sorry Mr. Gunderson had not attended the meeting held with the farm owners living near Jerome the day before. Mr. Burns said the Board generally was in accord with the right of way section relative to the procurement of property, but differed with them in regards to farm property when the highway severed the house and out-buildings from the rest of the farm. The Board was of the opinion the Department was inclined to standardize the operation and not recognize special situations, thereby not arriving at proper severance damages.

No Passing Barrier Line Resolution. The Board approved and signed a resolution regarding barrier lines on Idaho Highways as reflected in Exhibit C-3 which is made a part hereof with like effect as though extended in full herein.

American Water Works Association's Request Denied. State Highway Engineer Bennett outlined the request of the American Water Works Association for Idaho to participate in its Research Foundation program to find ways and means of reducing costs and increasing the efficiency of urban snow removal and ice control program. The Board denied the request for Idaho to participate.

Out-of-State Travel. The Board refused authorization for out-of-State travel to Colorado Springs September 12 and 13, 1963 to attend the Western States Military-Civilian Traffic Conference.

Out-of-State travel was approved for Mr. Bennett and Jack Stowe to attend the AASHO Construction Meeting in Chicago on August 23. Mr. Bennett is Chairman of that Committee.

Out-of-State travel was approved for Arval Anderson to attend the US 93 Association Meeting September 11 and 12 in Missoula, Montana.

July 25, 1963

US 30 Association Inquiring as to Hagerman Project. The delegation composed of:

Emerson Pugmire  
R. J. Holmes  
Earl Boylan  
Robert Erkins  
Bernadine Erkins  
Robert S. Blastock, Jr.

appeared inquiring as to the status of the Malad River to Gridley Bridge project. They were informed that right of way matters are delaying the project. Eight of the twenty condemnations have been scheduled for trial. Mr. Holmes agreed with Mr. Gaffney that property owners would be better off under quick taking status because the court and jury could actually see how their property is damaged after the highway is built.

Mr. Holmes indicated that Highway 30 is losing a lot of traffic to State Highway 25 because of the recent improvements SH 25 has been getting over that of US 30. Mr. Pugmire concluded stating that "We want to work with you and don't want to be obstructionists, but we have come with the hope we could hurry the needed construction of US 30."

Smelterville Interstate Off Ramp Decision. The Board denied the request of seven people in Smelterville for a public meeting with the Board in Smelterville regarding the protracted request for an off ramp from the Interstate into Smelterville. The Board communicated their decision in writing to Dan Nickerson of Smelterville, stating that in light of the fact that a public hearing as required by law had been held regarding the Interstate connections to Smelterville, and that the County and City officials of Smelterville are in agreement with the Department, that the proposed service road improvement from the Pine Creek interchange will have to suffice since the adverse factors of an off ramp from the Interstate caused the Department to grant the Pine Creek connection improvement instead of the off ramp connection.

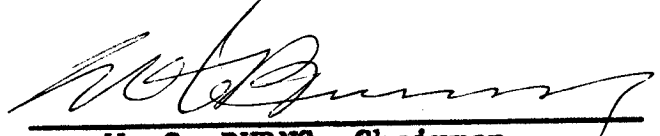
The Board, in May of this year, looked over the off ramp proposal on the ground and informed Mr. Nickerson and a group at his place of business the following day regarding the denying of the off ramp and cited the above same reasons.

Timing of 1964 Forest Highway Construction Allocation Meeting. The Board approved the Department's setting up a Forest Highway Meeting on September 25, subject to the concurrence of the Forest Service and the Bureau of Public Roads with that date.

July 25, 1963

The September Board Meeting was set for September 23 through the 26th.

WHEREUPON, the Board adjourned until its next meeting scheduled for August 12, 13 & 14, 1963.



W. C. BURNS, Chairman

Read and Approved  
August 12, 1963  
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS  
August 12, 13 & 14, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, August 12, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the July 23, 24 & 25, 1963 Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

F-2352(5) - The work consists of constructing the roadway, drainage structures and a bituminous surface treatment on 7.303 miles of Highway US 20-26, in Blaine and Lincoln Counties - Federal Aid Primary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on August 7, 1963, in the amount of \$639,636.25, Alternate No. 1.

August 12, 1963

F-4211(3) - The work consists of constructing a plant mix bituminous surfacing (seal coat) on 1.044 miles of SH 13, Grangeville Main Street, known as Idaho Federal Aid Project No. F-4211(3) in Idaho County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to the approval of the Bureau of Public Roads.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

F-1381(10), U.S. Highway 26, Blackfoot Connection to Interstate, Bingham County - Intermountain Gas Company and the Idaho Power Company, and Mountain States Telephone & Telegraph Company.

Speed Control Zones in District 5 (US 2, 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 2, 95 from a Jct. of US 95 - 10A to Jct. with US 2 as recommended and stated in marked Exhibit A-17 which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 from Latah-Benewah County Line to the US and Canadian Line as recommended and stated in marked Exhibit A-18 which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 2, 10A & 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 2, 10A & 95 from Sandpoint to a Jct. with US 10A as recommended and stated in marked Exhibit A-19 which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Bonners Ferry (US 2, 95). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 2, 95 in the Village of Bonners Ferry, as recommended and stated in marked Exhibit A-20 which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Sandpoint (US 10A, 95 & 2). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 10A, 95 & 2 in the City of Sandpoint, as recommended and stated in marked Exhibit A-21, which is made a part hereof with like effect as though extended in full herein.

August 12, 1963

Removal from the State Highway System (US 91). The Board approved the removal of a portion of State Highway No. US 91 beginning 1.117 miles north of Hamer and extending to a junction with Interstate Route No. 15, 3.729 miles south of Dubois, as shown in official Exhibit B-4, which is made a part hereof with like effect as though extended in full herein.

Jerome Interstate Right of Way Appraisals - I-80N-3(11)164. The Right of Way Department reviewed for the Board the re-appraisals of three parcels of land needed for the Interstate in the Jerome area. They were the Carl Hughes, Nick Trappen and Dr. Supple properties. Two re-appraisals were higher than previous appraisals and one was lower. The Board urged the Right of Way Department to proceed with correlation on these and requested no more re-appraisals of the other parcels for this Interstate section.

Disposition of Segarini Access Request - Kellogg Interstate, I-90-1(11)48. The Department reported on the feasibility of moving the controlled access fence line on the Interstate in Kellogg in order to give an additional access to the Segarini property. After due consideration of all the facts, the Board denied the request for the moving of the controlled access fence and chose to recognize the settlement and award of compensation made by the district court when this property was brought into condemnation.

The Board urged the Department to diligently pursue the cover-coating of the Interstate fill slopes as provided in the Interstate construction contract as quickly as possible in order to reduce the soil erosion by wind.

Mud Lake Telephone Line Relocation -- Pleasant Valley to Monida (I-15-3(11)187) and Dubois to China Point (I-15-3(12)163). The Right of Way Department submitted a report which it recommended as a solution in the relocation of a telephone line of the Mud Lake Telephone Company between Spencer and Humphrey which serves one phone at Humphrey. The Board approved the recommended action of negotiating with the Union Pacific Railroad and Western Union for the use of their existing cross arms on the railroad company's telephone poles. The railroad verbally stated the charges would be \$16 per mile for the telephone wire attachment to their poles, provided the Mud Lake Telephone Cooperative maintains the telephone wires. The railroad would also require an indemnity bond covering property or personal damage while such line was in existence on their pole cross arms.

August 12, 1963

It was also suggested by the Right of Way Department that the State might pay for the wire conductors and cost of installation on the railroad company's poles, but the Mud Lake Telephone Company should agree to the rental payment and other costs required by the Union Pacific Railroad in the maintenance of this telephone service between Spencer and Humphrey. The Board authorized the Department to negotiate on that basis and report back to the Board.

S. S. Mullen Company's Claim - Interstate Project Portneuf River to North Inkom Interchange, I-IG-15-1(2)54. Construction Engineer Bob Christensen reported that he had made a verbal offer of settlement to S. S. Mullen Company's Mr. Charles D. Bisordi, General Superintendent, and was anticipating a reply of acceptance. A report on the matter will be made to the Board at their September meeting.

Mountain Home Air Force Base Road Financing Report. Mr. Bennett reported to the Board that the Bureau of Public Roads, after analyzing ways and means of financing the Mountain Home Air Force Base road for a 10-mile 4-lane section between Mountain Home and the Air Base on the present road's location, would recommend to the Defense Department and the Air Force that the project be financed with 50 per cent defense funds and 50 per cent State and Federal Aid matching. On the recommendation of accepting the proposal, the Board approved that the proposal go back through Federal agency channels for their concurrence that the road improvement be financed in that manner.

### TUESDAY, AUGUST 13, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

S-3894(5) - The work consists of constructing the roadbed, drainage structures, including a 31.35' concrete bridge and a crushed gravel surface on 3.076 miles of the Hornet Creek Road in Adams County, located northwest of Council - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to the approval of the Bureau of Public Roads. (The contract was awarded to Quinn Brothers & Robbins, Inc., Boise, Idaho, the low bidder, on August 19, 1963 in the amount of \$143,666.75.)

August 13, 1963

S-1811(1) - The work consists of constructing the roadbed, drainage structures and a Type "C" bituminous surface treatment on 5.234 miles of the Pegram Road, located approximately 15 miles southeast of Montpelier, in Bear Lake County - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to the approval of the Bureau of Public Roads. (The contract was awarded to LeGrand Johnson Construction Co., Inc., Logan, Utah, the low bidder, on August 16, 1963, in the amount of \$189,890.25.)

S-6840(5) - The work consists of constructing the roadway, drainage structures and a Type "C" bituminous surface on 13.321 miles of State Highway No. 22 from Pole Line - Reno Point, commencing approximately nine miles east of Howe and continuing in a northeast direction, in Butte and Clark Counties - Federal Aid Secondary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to the approval of the Bureau of Public Roads. (The contract was awarded to Carl E. Nelson Construction Co., Inc., Logan, Utah, the low bidder on August 15 in the amount of \$242,031.80 - Alternate No. 1)

Order of Condemnation. The Board approved and signed the Order of Condemnation for the following:

I-80N-1(12)37, Parcel Nos. 12 & 12-E-1, Keith D.  
and Mary Tovey

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-80N-1(12)37, Parcel Nos. 32, 32-E-1 to 32-E-6,  
Kate and Henry P. Moore - \$30,000 total ownership

Approval of Special Quitclaim Deed. The Board approved a Special Quitclaim Deed on project FAP 236-A(1), Lemhi County.

Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

F-5121(10), Parcel No. 11A, Harold and Barbara Anselmo

Approval of Agreement for Exchange of Property was given on:

Material Source Bk 114S, William J. & Kathleen Carlyle

August 13, 1963



Declaration of Property as Surplus. The Board authorized the declaration of the following property as surplus:

I-15W-4(1)88 Portion of the S½NE½ of Section 22, Township 7 South, Range 31 East, Boise Meridian, lying between Rights-of-Way of Old U.S. 30N and I-15 Highways in Power County -- to be sold for not less than \$110.00.

Approval of Rotary Fund for Acquiring Full Parcels of Right of Way where Fractions Remain Beyond Right of Way Requirement. The Board authorized the Highway Department to set up a \$100,000 rotary fund for the purpose of acquiring full parcels of right of way where total sellouts are determined advantageous to the Department in the purchase of right of way and would expedite proposed construction projects. This policy is to be used only where there are minor fractional parcels which would become excess of that portion needed outside of the actual road right of way requirement.

It is proposed that the remaining minor fractional parcels be held by the Department and sold after the highway project has been completed. Reimbursement of the fund up to \$100,000 would be made upon sale of the remaining fractional parcels of land not used for road construction right of way.

Hillsdale Highway District Frontage Road Request, I-80N-3(18)191. Upon the recommendation of the State Highway Engineer the Board authorized the Department to acquire right of way for one mile of frontage road beginning at the Interstate grade separation with the Eden Road (FAS 2755) to a point one mile west therefrom on the south side of the Interstate.

A request was made by the Hillsdale Highway District for both a separation structure and a frontage road. The frontage road on the above mile section of right of way to be procured is to be constructed by other than the State Highway Department. If and when the mile frontage road is built, it would connect at either end with other frontage roads included in the current planned Interstate project on the south side of the Interstate to be incorporated into the Hillsdale Highway District's system.

Blackwell Bridge - US 95 Route Alternates, F-FG-5115(7). Planning Engineer Dean Tisdale outlined to the Board five alternate routes that could replace the proposed relocation of the Blackwell Bridge and US 95 across the Spokane River adjacent to Coeur d'Alene. Plan one, as shown in the route study dated August 9, was selected by the Board as their preference of routes. This route entails crossing the Spokane River down stream from the present bridge with a diamond interchange and overpass of Northwest Boulevard and connecting with Lincoln Way at approximately Walnut Avenue. The Planning Section will proceed with submitting this route at public hearing at Coeur d'Alene.

August 13, 1963

Revision of Policy Regarding Disposition of Improvements  
Acquired through Right of Way Acquisition was approved by the Board as follows:

All buildings that are acquired which are surplus will be disposed of by means of public auction to the highest bidder.

In special cases where it is impractical to sell at public auction because of a remotely located building and/or because of the minor value of such remote building, permission to return buildings to grantor at appraised salvage value will require prior Board approval.

Generally, other buildings will be included in the auction sale. However, where minor out-buildings only are to be disposed of, it is permissible to return same to the grantor at the appraised salvage value providing the value is less than \$100.  
(Supersedes a similar policy dated 5/21/63)

J. P. Kelly - State Highway 25 Right of Way Sign Encroachment.  
The Board was advised of the sign encroachment on State Highway 25 right of way east of Jerome adjoining property allegedly owned by J. P. Kelly. Upon the recommendation of the State Highway Engineer the Board authorized Legal Counsel to cause J. P. Kelly to be notified of the encroachment and begin court action that would eventually enable the district court to order the removal of the sign from the State Highway right of way.

Out-of-State Travel was approved for N. L. McCrea, Assistant State Highway Engineer, Operations, to Seattle, Washington, September 11 for the AASHO Emergency Planning Committee meeting.

It was approved that Ed Equals, Planning Survey Manager, attend the Traffic Counter Equipment Seminar in Olympia, Washington, August 20 & 21.

Special Assignments Engineer Arval Anderson was given approval to attend a roadside development short course in Columbus, Ohio, October 7 through 11.

Approval was given for George J. Neumayer, Personnel Director, to attend the Highway Administrative Management Meeting in Boyne Falls, Michigan, September 29 through October 5.

August 13, 1963

Board Secretary Summers was authorized to attend the AASHO Meeting in Portland, Oregon, October 21st through the 25th.

Out-of-State travel was denied Materials Engineer Harry Day to attend the AASHO Materials Meeting in Washington, D.C., August 19 through 21.

Air Force Missile Crane-Truck Overweight Permit Request Withdrawn. Mr. Bennett advised the Board that an overweight permit request outstanding for several months from the Air Force for the movement across Idaho of an Air Force missile crane-truck had been withdrawn, as movement of such an overweighted vehicle would over stress any of our structures on the State Highway System. The unit would be 340% of legal vehicle gross weight and 210% of maximum overweight allowed by permit. The Department refused to issue a permit and subsequently advised the Defense Department of the problem, who in turn caused the Air Force to withdraw the request.

Idaho Anniversary Red Carpet Welcoming Pavement Signs to be Discontinued. The Board authorized the Department to not repaint the welcoming red carpet pavement of the roadway surface at points of entry into the State on the State Highway System, and the removal of the signs adjacent thereto after this 1963 Anniversary Year. A letter was also read from the U.S. Bureau of Public Roads reciting the non-conformance to AASHO Policy of this type of highway signing and pavement marking.

Freezeout Hill - State Highway 16 Right of Way Line Through Wayne Harper's Property. Survey & Plans Engineer Chuck Aldrich outlined to the Board that it would not be economical for the Department to concede to Wayne Harper's request to take right of way the full length of his orchard. The present alignment proposed takes a minimum amount of orchard property and thereby misses an irrigation well and pump. The Board agreed with the Department that this location is the proper routing.

Maintenance Report Reviewed. The Board reviewed the annual maintenance report submitted by the Department and requested that the same report be on future agendas until the review has been completed.

Proposed Access to Hettinger Property - Project No. U-3021(23). Survey & Plans Engineer Aldrich submitted several alternate proposals that would serve the Hettinger property north of the west bound leg of the Boise one-way couplet in Garden City. The Board authorized the Department to proceed with the design of a connection opposite the proposed connection from Garden Street. It would cross the canal and connect with the east end of 29th Street.

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Approval was also given for the Department to construct a frontage road along the east side of Chinden Boulevard from the west end of 29th Street to the west end of 30th Street; both the connection and the frontage road to be a part of the street system of the Village of Garden City.

The Board met with Governor Robert E. Smylie and discussed highway matters in general.

The Board heard Marian Moore of the Shady Acres Motel and Service Station on State Highway 44 regarding his desire to purchase the right of way adjacent to his service station for the purpose of erecting a sign pertaining to his place of business. After considerable discussion as to the delays in processing such a request with the Bureau of Public Roads, together with the cost of advertising surplus property, it was pointed out that Mr. Moore might be in a more favorable position financially in the matter were he to negotiate with the Power Company by having them move a power pole that is presently located on his land, in such a manner as to eliminate his need for this additional right of way.

Idaho AFL-CIO Delegation Urging Speeding Up of Highway Construction.  
The following delegation:

Darrell H. Dorman  
Elgie Farris  
Hugh Archer  
Irvin Schmidt  
Earl Jensen

appeared for a factual report from the Department regarding anticipated future highway contract letting in the Boise Valley. The delegation needed this information to correctly answer their membership's questions regarding future work in the Boise Valley. They stated that unemployment in the area was running about 10 per cent in the craft unions which supply workers for highway projects. The missile work having been phased out last August has left an unusually high unemployment number in this bracket in the area. The group mentioned other economical conditions in the Valley such as retail sales and housing starts being off.

Mr. Bennett recounted the projects that are contemplated in the Valley between now and the end of the year. He said the Department hopes to put under contract by the end of this year \$30 million, and \$30 million annually until 1972, the year which is programmed for completion of the Interstate.

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The question of letting more maintenance contracts came up and Mr. Bennett stated an additional \$500,000 had been let each year for the past two years to private enterprise. The Department's policy is to contract those maintenance projects that can be described adequately for bidding by contractors.

Control of Access approved by the Board:

Project No. I-15W-4(10)73 - W. Pocatello I.C. (incl) - Chubbuck I.C. (excl)

Full Control - Including 500 foot connection to U.S. Highway 30N from the W. Pocatello I.C.

Proj. Nos. S-2741(2) PE - 2 Mi. N. of Hansen - Jct. I-80N (incl. Br.)  
S-2741(3) R/W - 2 Mi. N. of Hansen - Jct. I-80N (incl Br.)  
S-2741(4) Constr. - 2 Mi. N. of Hansen - Jct. I-80N (excl Br)  
S-2741(6) Constr. - Hansen Bridge

Partial Control

1. Existing public road connections will be permitted.
2. Public road connections that may result from extensions of county or highway district road system will be permitted as shown on the plans.
3. Private approaches will be limited to one(1) approach for highway frontage of less than 600 feet, and one (1) additional approach for each successive 600 feet increment of highway frontage.
4. All private approaches will be limited to present use only. If a change in land use occurs, such private approaches will be closed and access restored through connections with the county or highway district road system.

Project No. F-3281(7) - Blaine Street in Caldwell

Revise Access Control from "Access not to be Controlled", approved May 26, 1958 to the following:

Standard Approach Policy - for the entire project except for:

Partial Control - Intersection area of Blaine Street and Cleveland Blvd. as shown by Exhibit "B".

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On left side of Blaine Street from junction with Georgia Avenue to Sta. 81/62.50 Lt. (referenced to center line) with one (1) approach at approximate Sta. 81/22 Lt. (referenced to line A) as shown on the plans.

On right side of Blaine Street from junction with Georgia Avenue to junction with Cleveland Blvd., at approximate Sta. 77/77 Lt. (referenced to line D) as shown on the plans.

On right side of Cleveland Blvd. from junction with Maple Street to junction with Georgia Avenue, as shown on the plans.

Terteling (Caterpillar) Property - Twin Falls. The Board instructed Louis Hamblin of the Right of Way Department, who had scheduled a meeting with the principals interested in locating a tenant for the Terteling (Caterpillar) property on Kimberly Road in Twin Falls, to inform them that the Board was extending until September 15th the date of foreclosing on the condition of sales contract for said building. Board Secretary Summers indicated he would go along as a witness representing the Board at this meeting.

The previous date set forth by the Board to foreclose on the contract had been August 1st, but the Board thought an additional 30 days from this Board meeting would give the principals any opportunity they might need for bringing the contract interest and principal up to date and finding a suitable occupant of the building under the terms of the present contract.

The Board again reiterated its previous stated position that it would not want to be in the financing real estate position any longer on this property and to so convey again their position regarding the matter at the meeting in Twin Falls.

Tour of District 3 Headquarters. The Board toured the District 3 shop, sign shop, and viewed motor vehicle equipment as well as salvage material.

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## SOUTHWEST IDAHO BOARD TOUR


August 14, 1963

Present on the tour were:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
State Highway Engineer Bennett  
Board Secretary Summers  
District Engineer Anderson  
Asst. State Hwy. Engr., Oprns., McCrea  
State Maintenance Engineer Jump

The tour included Highway 30 to Meridian and Nampa, thence US 95 to McCall and returning to Boise by way of State Highway 15. Progress of construction and maintenance work was viewed at Meridian, Boise River Bridge and Parma connection from Wilder, Mann's Creek to Midvale and seal coat work being done on State Highway 15 in the vicinity of McCall. The Board also viewed possible relocations in bypassing McCall.

WHEREUPON, the Board adjourned until its next meeting scheduled for September 23, 24, 25 & 26, 1963.



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W. C. BURNS, Chairman

Read and Approved,  
September 23, 1963  
Boise, Idaho

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

September 23, 24, 25 & 26, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, September 23, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
 Ernest Gaffney, Vice-chairman - Director, District 3  
 R. Doyle Symms, Member - Director, District 2  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the August 12, 13 & 14, 1963 meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

S-6862(1) - The work consists of reconstructing the roadbed, placing an aggregate base and a bituminous surface treatment on 6.092 miles of the Dubois-Kilgore Road, Dubois East, in Clark County - Federal Aid Secondary and County financed. The low bid (Duffy Reed Construction Co.) was \$116,687.50, which was 10.7% over the Engineer's Estimate of \$105,386.65. The contract was recommended for award but the County Commissioners rejected the bid due to the lack of funds to make up money over the engineer's estimate.

S-5804(1) - The work consists of constructing the roadway, a concrete culvert, drainage structures and bituminous surface treatment on 3.100 miles of the West Side Road, Myrtle Creek North, in Boundary County - Federal Aid Secondary and County financed. The low bid (J.E. Hall) was \$219,852.05, which was 68% over the Engineer's Estimate of \$130,647.50. The County rejected the bid due to the lack of funds to make up money over the Engineer's Estimate.

I-15-1(8)57 - The work consists of construction the roadway, drainage structures, a plant mix bituminous surface, seal coating shoulders, 2-30.4', 2-165.48' concrete overpasses, signing and highway illumination on 5.177 miles of Interstate No. 15, North Inkom I.C. (Excl) to Portneuf I.C. (Incl), including a Port of Entry station and facilities, in Bannock County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder subject to the approval of the Bureau of Public Roads and signing of the railroad agreement.

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F-1381(10) - The work consists of constructing a 4-lane divided roadway, and one-way couplet, drainage structures, curb and gutter, base and plantmix bituminous surfacing on 0.793 mile of U.S. Highway 26, Blackfoot Conn. - Interstate 15, in Bingham County - Federal Aid Primary and State financed. The contract was awarded to Gardner-Stone Company, Blackfoot, Idaho, the low bidder, on September 24, 1963 in the amount of \$212,830.25, Alternate No. 1.

5374 Mtce. Bldg. - The work consists of the erection of a 40' x 100' concrete and concrete block masonry structure, one story with wood roof trusses and corrugated metal roofing. Heating will be by means of forced warm air, gas fired. Plumbing will consist of one toilet room, water supply system and sump drain system; sewer line, sump drain and water supply to extend to a point 5' beyond building line. Electrical work shall consist of a 100 amp single phase service, interior structural wiring and all light fixtures and lamps - State financed. The contract was awarded to McKim-Kiser Co., Osburn, Idaho, the low bidder, on September 23, 1963 in the amount of \$33,542.00.

S-4739(1) - The work consists of constructing the roadway, drainage structures, 2 concrete bridges, a plant mix bituminous surface and seal coat on 7.723 miles of State Highway 7, from the junction of SH 62 to Nezperce, in Idaho and Lewis Counties - Federal Aid Secondary and State financed. The contract was awarded to Crick Company, Spokane, Washington, the low bidder, on September 25, 1963 in the amount of \$891,998.45. (Jim Crick, who presented an irregular bid by not bidding Alternate #2, but was the low bidder, was authorized to be awarded the contract by the Highway Board. Mr. Crick's bid was declared regular under the powers of the Highway Board as set forth in the specifications.)

Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-80N-3(11)164, Parcel No. 7, Carl & Minnie Mae  
Hughes - \$28,400

I-80N-3(11)164, Parcel Nos. 34 & 34-E-1, Paul H. &  
Bessie E. Mosely - \$20,339

I-15-1(8)57, Parcel No. 2, Peter G. Katsilometes et al -  
\$22,160

Exchange of Access Deed. The Board approved an Exchange of Access Deed on the following:

I-15-3(3)117, Parcel No. "F" (A), Tracy-Collins Bank  
& Trust Company

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Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I80N	I-80N-3(11)164	Parcel Nos. 6, 6-E-1 to 6-E-4, Harris-Voeller Theatres of Jerome, Inc.
	"	Parcel Nos. 15, 15-E-1 to 15-E-6, D. H. & Dorothy H. Detweiler
	"	Parcel Nos. 19, 19-E-1 to 19-E-8, Bert & Edith Callen
	"	Parcel Nos. 22, 22-E-1 to 22-E-3, 23-1, Wirt W. & Ada Wilson; Mary Lou Laird Robinson
	"	Parcel Nos. 23, 23-E-1 to 23-E-6, Oliver T. & Dorothy Johnson
	"	Parcel Nos. 27 & 27-E-1, 26-1, Ernest F. & Della Wodtke; Leonard & Amanda F. Climer
	"	Parcel Nos. 28, 28-E-1 to 28-E-3, John E. & Hilda Buttars
	"	Parcel No. 37, V. J. & Nellie Lickley
	"	Parcel No. 38, V. J. & Nellie Lickley
	I-80N-1(12)37	Parcel No. 40, Nampa and Meridian Irrigation District
I-90	I-90-1(13)37	Parcel No. 2, James & June Daugherty; John M. & Erma Chisholm
	"	Parcel No. 8, Myrtle Hagman & the Heirs & Devisees of Julius Hagman, deceased
SH 41	S-SG-5732(5)	Parcel No. 2, William R. & Vivian A. Sheridan
	"	Parcel No. 3, Heirs & Devisees of Edward James Adams, deceased

Special Warranty Deeds. The Board approved Special Warranty Deeds on the following:

I-15-1(8)57, Parcel No. 24½ A, Harry H. Goodenough  
I-80N-3(11)164, Parcel No. 14A, Murray O'Rourke  
S-4739(1), Parcel No. 17½A, Nezperce Cemetery Assoc.  
F-5116(14), Parcel No. 18-¾ A, L.H. Cluzel & R.A. Liebus  
Materials Source Bk-114S, William J. & Kathleen Carlyle

Power Line Agreement. The Board approved the following Power Line Agreement:

Materials Source Bk-142, Idaho Power Company

Legal Counsel authorized to acquire legal assistance when needed.  
The Department authorized legal counsel to acquire legal assistance where needed in specialized cases, such as that of irrigation district condemnations and experienced counsel in mining claims, when needed in the opinion of Chief Legal Counsel Tway. The Board also authorized local legal counsel wherever needed in jury selection.

Relocation of Mud Lake Telephone Company's Line - Spencer to Humphrey, I-15-3(11)187. The Department submitted correspondence from the Mud Lake Telephone Company wherein the telephone company indicated their desire to abandon the line serving the one public pay phone at Humphrey rather than assume their share of costs in relocating their line to Humphrey on Interstate Project Pleasant Valley to 2 Mi. South of Monida.

The Board concurred in the Department's recommendation of abandoning the telephone line.

Terteling Property - Twin Falls. The Board, on request of local prospective purchasers, having granted a second delay in the foreclosing of the Terteling building and property in Twin Falls with no results, directed the Department and Legal Division to proceed with foreclosing of the condition of sales contract. The Board requested that an appraisal be made of the property and resubmitted to the Board before offering it at public auction.

Public Hearing Brochure - Relocation of US 95 (F-FG-5115(7) ). The Board approved the public hearing brochure for the relocation of US 95 in the vicinity of Coeur d'Alene for public hearing October 9.

Southeast Idaho Board Tour Itinerary. The Board approved the suggested itinerary for the Southeast Idaho Board Tour and asked that a joint meeting be set up at Rexburg for the towns of St. Anthony, Sugar City, Rexburg and Rigby during the tour.

Miscellaneous Correspondence. The Board read the following correspondence:

1. The Defense Department's reply to a request of the Highway Board for the Defense Department to furnish 50% of the construction moneys towards a 4-lane highway on the present location between Mountain Home and the Air Base on State Highway 67. The letter stated that the request would receive consideration along with other high priority defense road requests when expenditure of defense funds for that purpose is allocated in the future.
2. Attorney William Hawkins' request for further consideration for additional access to the Segarini property in Kellogg.
3. Lewiston Chamber of Commerce request for immediate attention to a betterment program for US 12 between Spalding and Orofino.

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4. Clyde Parker et al request that future State highway routing through Rexburg be not on West Second Street.
5. Garden City's request for highway improvement on US 20 in Garden City.

To the above, the Board took no action.

6. Weiser Chamber of Commerce request for improvement of small bridge structure on US 95 immediately south of present Mann's Creek-Midvale Project.

Board Secretary Summers indicated the District Engineer is planning to adequately improve the safety factor at this location with<sup>a</sup> pipe section replacing the narrow bridge structure.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

I-15-1(8)57, North Inkom I.C. - Portneuf I.C., Bannock County - Mountain States Telephone & Telegraph Company, and the Idaho Power Company.

S-4739(1), State Highway 7, Jct. SH 62 - Nezperce, Idaho and Lewis Counties - Clearwater Power Company, Pacific Northwest Bell Telephone Company, and Craigmont T.V. Service.

I-80N-1(19)25, IC Jct. SH 44 - West Caldwell IC, Canyon County - Idaho Telephone Company, Idaho Power Company and Mountain States Telephone & Telegraph Company.

After reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

Materials Source Bk-142, Bannock County - Idaho Power Co.

Resolution Prohibiting Non-Motorized Traffic on the National System of Interstate and Defense Highways. The Board approved a resolution prohibiting the use of the National System of Interstate and Defense Highways by pedestrians, equestrians, bicycles, and

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other non-motorized traffic, and prohibiting the parking or stopping of vehicles on the right of way except for emergency purposes, as stated in marked Exhibit C-6, which is made a part hereof with like effect as though extended in full herein.

Board Policies Revised. The Board approved the following revisions of their Policies 007, 107, 123, 301 and 510:

Board Policy 007 - Transactions with Other Jurisdictions (Directive 0-001)

The Board determined that the Department should follow a cash policy in any contemplated transaction with highway districts, urban or county jurisdictions.

Where total costs are not known, such as in contractual intermittent maintenance services, written agreements should be entered into and the recipient of the service billed and payments made promptly to the Department monthly. Failure to pay should automatically cancel the agreement.

The Department is authorized, through the State Highway Engineer, to enter into negotiations with local, State or Federal agencies to furnish materials, supplies and equipment rental that may be considered available when the consideration is less than \$1,000. Such negotiations are to be applied only when and where the Department would not be discommoded by release of same and where reimbursement at cost would be assured. (Supersedes policy dated 7/23/63)

Board Policy 107 - Procedure of Establishing New State Highway Locations through Cities (Directive 0-210)

It is the policy of the Board of Highway Directors to require that preliminary State Highway location studies through or adjacent to communities shall be brought to the Board. After Board preliminary approval, the proposal shall be reviewed with the local government officials and every attempt be made to obtain their views or recommendations before submitting to the Highway Board for public hearing status. (Supersedes policy dated 2/10/54)

Board Policy 123 - State Participation on Bypass or Truck Routes (Directive 0-103)

Where a community desires to establish a special route or bypass for trucks around certain areas in the community, the Department of Highways will cooperate with the community in the operation and signing of the intersection connections of the truck route to the State

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Highway System within existing right of way limits. The construction, operation, maintenance and signing of the remainder of the bypass truck route will be the community's responsibility. (Supersedes policy dated 5/20/63)

Board Policy 301 - Types of Deed in Acquiring Right of Way (Directive 0-309)

The Board determined to establish the policy that all rights of way be acquired in fee simple.

Only the following will be exceptions to this policy:

1. Withdrawal of rights of way across United States Government land. In effect, a withdrawal constitutes an easement.
2. Easements for rights of way across State owned lands.
3. Easements or agreements where highway rights of way cross or encroach upon railroad or other utility or irrigation district rights of way.
4. Easements may be used to acquire access road or frontage road rights of way which are to be relinquished at a later date to another public agency for maintenance and/or construction.  
(Supersedes policy dated 10/23/53)

Board Policy 510 - Route Designation of 40-Foot Vehicles (Directive 0-520)

The Board approved the State Highway Engineer's recommendation that 40-foot buses be permitted to operate on specified sections of the State Highway System.

As sections of the State Highway System are improved, the Department, through the State Highway Engineer, is authorized to annually examine the systems and designate those sections or routes that would allow movement of 40-foot vehicles, extreme over all dimensions, inclusive of front and rear bumpers. In the allowance of such movements, consideration must be given to assure the adequate operational safety of other highway vehicles.

Such route designation to be termed as compliance with IC 49-913(c). (Supersedes policies dated 8/17/54, 3/25/55, 2/10/56 and 3/21/57)

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TUESDAY, SEPTEMBER 24, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Ada County Commissioners Fairbanks, Murphy and Wright appeared before the Board asking when the Department would know the right of way requirements for the Interstate Boise West connection adjacent to the Fairgrounds and County Home. Mr. Bennett indicated it would be some time before the Department would know what is needed north-west of the County Home property, but could give them fairly accurate requirements as affecting the County Home property.

The Commissioners also inquired as to the timing of the Interstate through the Boise area. Mr. Bennett indicated the Department is hoping to get under contract the Meridian to Maple Grove section in 1964, Maple Grove to Vista, and then the Vista to Isaac's Canyon would be completed by 1967 or '68.

The County Commissioners brought up the matter of a connecting road between State Highway 44 and the Mountain View Drive bench by way of US 20-26 as a State primary route. The Board made no commitment and indicated that it had the complexion of a local problem.

Mountain Home - Bliss. Next appearing before the Board was Mr. H. T. Gunderson, Idaho Division Engineer, U.S. Bureau of Public Roads, to acquaint him with the Board's views concerning the Interstate routing south of Mountain Home serving the Hammett area. Mr. Gunderson stated that the Bureau favors a route going directly from Mountain Home to Glens Ferry with two crossings of the Snake River from there to Bliss, based on the report submitted by the Department. Mr. Burns told him that the Board is unanimous in the opinion that the Department should not maintain both the Interstate and old US 30 from Hammett to Mountain Home.

Mr. Gunderson stated that the report submitted to the Bureau as of this time is such that it does not support, in the Bureau's thinking, Route 1 to Glens Ferry and Route 3 southwest from Glens Ferry. He stated the theory of route determination is that the Department first make the studies and recommendations and then the

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Bureau considers them on the basis of the studies. Mr. Burns stated that the Board was unanimous that the Department should proceed to hearing on Routes 1 and 3, Route 1 offering service to Hammett and the county road south of the river leading to Owyhee County. Mr. Gunderson stated the Bureau would have no objection to the Department's proceeding to hearing on that basis.

It was agreed the disagreements at this preliminary stage were strictly on a friendly basis and that the outcome of the testimony at the hearing would be looked forward to with interest by both the Bureau and the Board. Thereupon the Board authorized the Department to go to hearings at King Hill, Glenns Ferry, Hammett and Mountain Home on Route 1 from Mountain Home to Glenns Ferry and Route 3 from Glenns Ferry southeasterly to Bliss.

Harry Lewis of St. Anthony appeared urging the Board to reconsider its removal of that section of US 191 from Bear Gulch to Last Chance in Fremont County. Mr. Lewis stated that proper maintenance of that section by being on the State Highway System would assist in keeping the tourists in that area as long as possible. Chairman Burns stated that the Department has to look at the whole State from their standpoint and not just consider Fremont County's needs.

Mr. Lewis concluded requesting that the Department give this abandoned section of the road summertime maintenance, to which Mr. Burns indicated the Board would take it under consideration.

Highway 51 Association. Next appearing before the Board were President & Mrs. Arsen Alzola; Owyhee County Commissioner & Mrs. Carl Agenbroad of Bruneau; and State Representative Alvin Benson, Owyhee County, representing State Highway 51 Association.

The delegation urged completion of the oiling of State Highway 51 to the Owyhee Indian Reservation line. Commissioner Agenbroad stated that the County has \$53,000 of present County Federal Aid moneys that it is offering to the State to apply on the next project on State Highway 51 and approximately \$38,000 more by July 1, 1964, when the County allotments of fiscal 1964-65 Federal Aid is distributed.

Mr. Burns stated that the Board would be glad to consider the application of these funds in programing 1964 construction moneys, but made no definite commitment.

Mr. Bennett replied to the question regarding surveys that no surveys have been made beyond the current construction project. The delegation queried also whether maintenance work would be possible as was done north of Grasmere by State forces. Mr. Bennett stated that due to the uncertainty of winter maintenance costs during this coming winter, together with the fact that relocation in the vicinity of the Riddle Ranch was yet to be determined, it would be too early to make any commitments in this respect.



The Jerome Chamber of Commerce delegation composed of:

W. B. Churchman  
Murray O'Rourke

John Hosman  
Frank A. Titus

Frank Humbach

appeared urging the Department to include in its 1964 Construction Program improvement of State Highway 25 from Jerome east 9 miles to Perrine siding. Mr. Burns stated that the Board has been considering it but has not yet gotten around to programming it. Also, Mr. Bennett stated that a project 8 miles from Jerome easterly is in the preliminary engineering phase at this time at an estimated cost of \$600,000.

Mr. Gaffney stated that they would consider the matter along with the needs of other highways in the State when the 1964 construction program was entered into.

The delegation inquired as to the treatment Jerome was going to receive in the way of Interstate signing east and west of Jerome and they were assured it would be in line with the uniform sign policy accorded other towns in the State.

A delegation from the Chamber of Commerce of Aberdeen composed of:

Theodore Wren

Tom S. Vanderford

Alvin Funk

Elbert L. Gossen

Ernest J. Fandvotter

E. W. Fandvotter

Dee N. Monsen

appeared before the Board offering their services to help with the planning or any other phase that would be helpful in the improvement of State Highway 39 north from Aberdeen. The group encouraged the Board to stay on the present route because, in their thinking, the right of way presently owned on this location would be quite adequate. Mr. Bennett stated that preliminary planning indicates that the area would fit into two projects, one 7.6 miles to starting road, another from Riverside to Coolins 3.6 miles.

The delegation indicated their pleasure and appreciation for the fine improvement of the Main Street in Aberdeen recently completed.

Mr. Burns stated the Board would consider their request between now and December in relation with other highway needs throughout the State when firming the 1964 Construction Program.

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Caldwell Delegation regarding Traffic Conflicts. Next appearing before the Board were Earl Williams, School Superintendent, and Jim Nafsinger, Trustee, School District 139, Caldwell. They requested the Department review the intersection markers at 10th Avenue and Karcher Road (State Highway 72) east of Caldwell and asked for school bus stop warning signs at school bus loading and unloading points. Mr. Bennett stated that the Department is aware of the hazards that this intersection poses to the traffic and that until the intersection is relocated, probably to the east where sight distance is longer, it will remain a potential traffic hazard.

Mr. Symms stated that probably by putting up adequate warning signs on either side of the intersection and by widening out areas for the school buses on which to pull out for loading and unloading would be the extent of temporarily solving the problem. The delegation agreed this would be most helpful in solving the safety factors affecting buses using State Highway 72 from this new school location which is going into its first year of operation.

Department people went over the needs on the ground the following day and the improvements requested are being done.

#### WEDNESDAY, SEPTEMBER 25, 1963

Forest Highway Public Hearing. The public hearing for the programming of 1964 Forest Highway construction moneys convened at Boise in the Highway Department auditorium at 9 a.m. September 25, 1963.

Hearing the delegations were:

W. C. Burns, Chairman, Board of Highway Directors  
 Ernest Gaffney, Vice-chairman, Board of Highway Directors  
 R. Doyle Symms, Member, Board of Highway Directors  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary, Board of Highway Directors  
 E. L. Mathes, Asst. State Highway Engineer, Engr.

Hal Williams, Chief of Roads, Trails & Airports,  
 U.S. Forest Service, Missoula, Montana  
 Bernie Glaus, Chief of Roads & Trails Division,  
 U.S. Forest Service, Ogden, Utah  
 James M. Usher, Regional Engineer, U.S. Forest  
 Service, Ogden, Utah  
 Clifford A. Miller, Regional Engineer, U.S. Forest  
 Service, Missoula, Montana

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C. C. Hallvik, District Engineer, U.S. Bureau of  
Public Roads, Boise  
Harry Nessly, Engineering Coordinator, U.S. Bureau  
of Public Roads, Boise  
Donald L. Lavien, Highway Engineer, U.S. Bureau of  
Public Roads, Boise

Presenting requests for allocation of 1964 Construction moneys were:

Chester Baker, Boundary County Commissioner, requested that a stub be placed on the Forest Highway System Route 4 that would cross the Kootenai River and serve the West Side Road and eliminate two ferries that are now being maintained by the County at an annual cost of \$65,000. The County Commissioners, Mr. Baker stated, have engaged a Boise consultant engineering firm to select the most economical place to cross the Kootenai River with a bridge connecting the West Side Road with US 95. William Chronic, Boise consultant, stated that in his preliminary study the most economical place to expand the Kootenai would be in the vicinity of Copeland. Preliminary study indicates an 800' span costing \$525,000 involving a 28' roadway. The study further showed that a bond issue by the county for a 20-year period would cost the county approximately \$35,000 a year and offer a savings of \$100,000 over the cost of operating the two ferries. Should 50% Federal Aid be available, the cost to the county would be reduced to \$17,000 per year to finance the bridge for a 20-year period.

Homer Smith, Bonner County Commissioner, and State Representative Don Maynard, Clark Fork, urged a continuing allocation for next year of moneys necessary to start major reconstruction of the Hope-Denton Curves section.

Shoshone County Commissioners Vince Alexander and Pat Powers urged 1964 Forest Highway Construction moneys be allocated to the Enaville-Murray route. Letters supporting moneys for this route were received from:

J. H. McKahan, Northwest Timber Company, Coeur d'Alene  
Warren T. Van, Enaville  
Leslie A. Larson, Supt. of Schools, Kellogg  
Kyle M. Walker, Coeur d'Alene Chamber of Commerce  
Mrs. Fred Hinz, Enaville

Commissioner Alexander also asked for plans from the Bureau of Public Roads as soon as available, that Shoshone County might proceed with the acquisition of right of way on the St. Joe River Road.

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Benewah County Commissioners Gordon Duety and Ed Steele urged that sufficient moneys be allocated for the construction of a 4.9 mile section of the route from St. Maries East and that Benewah County is in position to offer \$20,000 of county matching moneys and approximately \$30,000 Federal Aid Secondary funds to go on this project.

Wayne Clark, President of the Yellowstone Highway Association, urged the allocation of '64 moneys towards another project between Hill City and Dixie on this route stating that Blaine County had \$31,000; Camas County, \$20,400; and Elmore County, \$50,000 of unused county Federal Aid moneys that they have authorized to be used when matched on the above section of Route 47.

Others appearing urging the allocation for this route were:

Elmore County Senator Robert Wetherell	John Baker, Fairfield
Elmore County Commissioner Pierce	Blaine County Commissioners
State Representative Fred Walton, Fairfield	Ketchum Chamber of Commerce

Robert Glenn of the Ketchum Chamber of Commerce and Representative Charles Powers, Custer County, Mackay, stated that improvement of the Trail Creek Road, Route 51, should be continued and the section east of the Summit is in most need of improvement.

Miles Flanagan, Grangeville, urged allocation of moneys for continued improvement of the Elk City Road into connecting Mount Idaho Road from Grangeville to Clearwater, Routes 17 & 18. He stated the lower end needs assistance of Forest Highway funds. However, the County is doing the rest of the road and is unable to handle the most costly section at the lower end for a distance of one mile.

Robert Remaklus appeared stating that Valley County is offering a \$19,000 crushed gravel stockpile if a paving improvement could be allocated for the Warren Wagon Road north of the end of the present oil between lower and upper Payette Lake, Route 21. He also stated that the Cascade-Knox Road, Route 22, should have consideration and that Valley County has \$40,000 of county money to match funds when available for this route. He said that the remaining 8 miles west of the last project from Big Creek Summit is where the next money should be spent.

State Representative Vernon Brassey, Boise County, stated that Boise County Commissioners are ready to buy right of way on the Garden Valley Ranger Station to Danskin Creek section as soon as the Bureau of Public Roads can furnish them plans. Norman Wood, Federal Project Engineer, Bureau of Public Roads, Portland, answered that the Bureau has about completed a 3½ mile section between those points and expects to send plans for right of way acquisition to the Boise County Commissioners in about a month. (Route 24)

Truman Joiner, President, Boise-Stanley Highway Association, urged that an allocation be made available for a 3 mile section from the Jordan Bridge towards Lowman and a 12 mile section west from the junction of US 93 which would connect with the eastern end of the present Woodall contract.

Mr. Joiner requested completion of both sections without delay. Speaking in behalf of Mr. Joiner's proposal were Glen Brewer, Stanley; Paul Crezenstein, Challis; Everett Pierce, Elmore County Commissioner; Bob Coine, Red Fish Lodge; Bob Bushnell, Caldwell; Miles Young, Idaho City; J. Hill, Boise Chamber of Commerce; Richard Butt, Twin Falls; Charles Kane, Lemhi County Commissioner; Bob Willard, Nampa Chamber of Commerce; and Bob Purcell, Caldwell. Mr. Purcell pointed out the need in the Boise Valley livestock feeding program for feed grains produced in Montana that would use this road as a supply route.

Letters supporting moneys for this route (Route 25) were received from:

Darol Womack, Buhl  
L. James Koutnik, Twin Falls  
John M. Barker, Buhl

Lemhi County Commissioner Charles Kane urged the setting aside of money for preliminary engineering for a road down the Salmon River from Salmon to Riggins. He stated that more work on Lost Trail Pass should be considered. Mr. Kane also requested moneys for the oiling of Route 31 from Leadore to the Montana Line.

#### EXECUTIVE SESSION

Meeting in an Executive Session in the afternoon, the Highway Board of Directors, the U.S. Bureau of Public Roads, including Mr. H. T. Gunderson, Idaho Division Engineer, and the U.S. Forest Service unanimously allocated the following moneys for the 1964 Forest Highway Construction Program:

Kootenai Highway (Moyie Springs Section with Spur to Moyie) Route 2, grading, o'pass, 3.0 miles; base, pave 4.7 miles	\$700,000
Copelane-Porthill Highway (Porthill, Southerly) Route 4, Pave, 11.0 miles	250,000
Grangeville-Clearwater (Mt. Idaho Road) Grading, 1.0 mile, Route 17	150,000

(U.S. Bureau of Public Roads to acquire agreement from Grangeville Highway Dist. that they will complete balance of the Mt. Idaho Road improvement)

September 25, 1963

St. Joe Highway (St. Maries, East)	\$450,000
Route 50, grading, base, BST, 4.7 miles	50,000 Co. FAS & Matching
Total FH Funds	<u>\$1,550,000</u>

The three agencies unanimously recommended that the Secretary of Commerce be petitioned to place a stub on Route 4 from US 95 to a future Kootenai River crossing location to be determined after a comprehensive study has been made that will best serve the timber and farming needs on the west side of the river.

REGION IV

Cascade-Warm Lake (Big Creek Summit, Westerly, Route 22, extend grading 2.6 miles, base, pave 8.2 miles	\$600,000
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Last Chance to Yellowstone Park Highway (Macks Inn, South) Route 34, base, pave 13.0 miles	500,000
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(U.S. Bureau of Public Roads to pre-advertise this project)

Trail Creek Highway (5.4 Mi. West of US 93A, West) Route 51, grade, base, BST 5.0 miles	250,000
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Canyon Creek Slide (Boise-Lowman) Route 25	<u>75,000</u>
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Total FH Funds	\$1,425,000
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Total Region I FH	1,550,000
Total Region IV FH	1,425,000
Surveys	170,000
Contingencies	150,000

Total FH Funds	<u>\$3,295,000</u>
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THURSDAY, SEPTEMBER 26, 1963

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

September 25, 1963

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Buses not Exceeding 98 Inch Width Authorized on Sections of State Highway System. The Board approved a resolution authorizing the operation of motor buses with a width not exceeding 98 inches over designated sections of the State Highway System as stated in marked exhibit C-4, which is made a part hereof with like effect as though extended in full herein.

Parking Prohibition on US Highway 12. The Board approved a resolution prohibiting the parking of vehicles on both sides of US Highway 12 between Milepost 12.45 and Milepost 12.60 as described in marked Exhibit C-5, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (US 20T, 26, 93A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20T, 26, 93A from Shoshone Urban Extension to Jct. with SH 23 as recommended and stated in marked Exhibit A-22, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Moore (US 93A). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 93A in the Village of Moore, as recommended and stated in marked Exhibit A-23, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (US 93A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 93A from Arco Urban Extension to Jct. US 93 as recommended and stated in marked Exhibit A-24, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Richfield. (US 20T, 26, 93A). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20T, 26, 93A in the Village of Richfield, as recommended and stated in marked Exhibit A-25, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Arco. (US 20, 26, 93A). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on US 20, 26, 93A in the City of Arco, as recommended and stated in marked Exhibit A-26, which is made a part hereof with like effect as though extended in full herein.

1964 Construction Program and Five-Year Planning Program.

J. F. Pearring, Planning & Traffic Engineer, Dean Tisdale, Planning Engineer, and E. W. Equals, Planning Survey Manager, went over in detail with the Board the Department's proposed five-year planning program and the 1964 construction program for the Interstate. The program for the primary, secondary and urban systems will be continued on the October Board agenda.

The Board requested the Department to move up in the schedule the construction of the Interstate from Coeur d'Alene West to the Washington line, which had been scheduled for later in the program.

Request to Add Two State Parks to those Eligible for State Road Maintenance. The Board considered a request by Jon E. Soderblom, Director of State Parks, urging the Department to add two State Parks to the present parks committed to the Department for road maintenance work. They were Emmett Lions Club Park, located on the back waters of Black Canyon Reservoir adjacent to State Highway 52, and North Beach State Park, located east of US Highway 89 and connected by a Bear Lake County secondary road.

The Board viewed the request negatively because the funds available are barely enough to take care of the maintenance of those park roads presently under agreement between the Land Department and the Highway Department. The Board authorized the Department to proceed with coating the approved one mile to the camp grounds at Ponderosa State Park, repairing the bridge at Packer John's Cabin, and continue current road improvements at Sunnyside State Park, all of which would be subject to fitting the three requests for improvement into the Department's maintenance program.

The Board stated that the matter of adding the road maintenance in additional parks to the State Highway Department's responsibility would be again reviewed on July 1, 1964, the annual customary date when the Board reviews the available money and needs for state park road maintenance.

Frontage Road Request -- Heyburn-Rupert Project (F-2441(8)).

The Board read a joint communication from E. J. Olson, Emery Carson, and LaMar Olson concerning the original frontage road proposal by the Board that was to be incorporated in the highway design of State Highway 24 between Heyburn and Rupert.

To this the Board instructed the Board Secretary to inform them that right of way procedures would be on the basis of no frontage road, due to the opposition by the local people last year, and urge the principals to cooperate with the Right of Way Division, who are acquiring right of way on the basis of no frontage road.



Control of Access approved by the Board:

Project No. F-FG-1024(13) Benton Street Overpass in Pocatello

Revise access control from "Standard Approach Policy", approved February 26, 1963 to the following:

Standard Approach Policy - for the entire project, except:

Partial Control - Structure area between South Main and South Second Avenue as shown on Exhibit "C" to be limited as follows:

- a. Approaches and public connections will not be permitted to the overpass structure from South Main Street to South Second Avenue.
- b. Existing public roads and private approaches will be permitted under the overpass structure as shown on the plans.

Project Nos. S-3803(2) and S-3804(3), Mountain Home Air Force Base - Jct. U.S. 30-20T and 26 in Mountain Home.

Standard Approach Policy

Project No. F-6471(18) St. Anthony Bridge and Approaches

Standard Approach Policy

FH-30-3(1) Gibbonsville, North

Standard Approach Policy

FH-25-4(1) Lowman, East

Standard Approach Policy

Extension of an Urban Section in Wendell - State Highway 46. Mr. Jerry Gehrke requested the Department to extend an urban section on one side of State Highway 46 north from the present urban section for two or three blocks that would serve the Wendell School and recent development in that section.

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Mr. Gehrke indicated that the property owners would supply the sidewalk section if the Department would do the curb and gutter. The Board indicated they would look with favor on this suggestion and review a report from the District Engineer, but would make a final decision at a forthcoming Board meeting.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

SH 24	F-2441(8)	Parcel No. 14, Willis N. & Lorna J. Hobson
"	"	Parcel No. 15, Willis N. & Lorna J. Hobson;
		Standard Oil Company of California
"	"	Parcel No. 17½, Willis N. & Lorna J. Hobson;
		Orvil Z. and Amanda K. Johnson
"	"	Parcel Nos. 20 & 20½, LaMar K. & Arva Olsen
		and Rebecca Jensen, a widow
"	"	Parcel No. 21, E. J. Olson
"	"	Parcel No. 22, Emery & Catherine Carson
"	"	Parcel No. 29, Vaud & Mary Peart

I-80N      I-80N-3(11)164, Parcel No. 43, North Side Canal Co., Ltd.  
and other parties of interest

Removal from State Highway System (US 30N). The Board approved the removal of 0.645 miles of US 30N east of Jct. SH 39 in Power County as recommended and stated in marked Exhibit B-5, which is made a part hereof with like effect as though extended in full herein.

Removal from State Highway System (SH 39). The Board approved the removal of 6.384 miles of intermittent sections of SH 39 south of the Bingham County Line to Aberdeen, in Bingham County, as recommended and stated in marked Exhibit B-6, which is made a part hereof with like effect as though extended in full herein.

Removal from State Highway System (US 91-191-30N). The Board approved the removal of 12.216 miles of State Highway Nos. 91-191-30N north of McCammon in Bannock County as recommended and stated in marked Exhibit B-7, which is made a part hereof with like effect as though extended in full herein.

Grangeville Traffic Signals. The Board authorized the City of Grangeville to operate and maintain a lighted traffic signal as recommended and stated in marked Exhibit A-27, which is made a part hereof with like effect as though extended in full herein.

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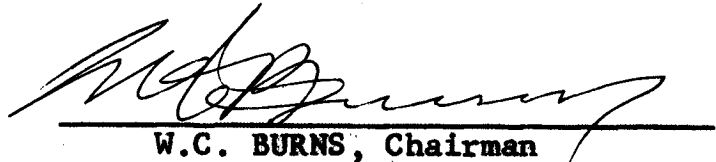
Earnest Lewandowski of Boise appeared before the Board stating that he was in financial crises because of the Department's inability to purchase right of way from him during the past two years since the announcement of the east connection from the Interstate to the proposed Broadway-Federal Way access. The Board stated they regretted that construction of the Interstate throughout the country does create a period of time of uncertainty as to exact location and that some people are forced to delay decisions as to their property until right of way requirements are definitely known.

Mr. Bennett and Mr. Mathes indicated they did not think it would be much longer until the state's right of way requirements of his property would be known and that the Department is working on it as fast as can be expected. As soon as the requirements are known, Mr. Lewandowski would be informed immediately and negotiations would be entered into with him for the needed right of way. Appearing with Mr. Lewandowski was Warren Hill, Boise Realtor.

Next appearing before the Board was Mr. Irving Harris and Mr. Voeller of Burley, owners of the outdoor theater adjacent to the Interstate and the west city limits of Jerome. They stated their apprehension as to the compensation for damages that are now unknown but may not become known until after the highway is built adjacent to their theater. The matter of stipulating possession and waiting for settlement of final known damages when the highway is in operation was explained to them as a way in which they could be assured of any compensable damages that might not be apparent at this time. It was suggested that they contact an attorney to explain to them their rights and advantages in going along on this basis. It was also pointed out that certain damages may not be compensable under the statutes and that their legal counsel would be in position to guide them in the forthcoming right of way matters.

On leaving, Messrs. Harris and Voeller agreed they would follow the suggestion of the Board in the matter of an attorney and stipulate possession of the right of way needed in building the Interstate through their property.

WHEREUPON, The Board adjourned until its next meeting scheduled for October 14, 15 & 16, 1963.

  
W.C. BURNS, Chairman

Read and Approved  
October 15, 1963  
Boise, Idaho

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

October 14, 15 & 16, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, October 14, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Authorization to Oil to Curb - Wendell, State Highway 46. In answering a request of Jerry Gehrke and the LDS Church of Wendell, the Board authorized the Department to extend the oil mat on a 200 foot frontage section of State Highway 46 at the LDS Church to the curb line. The Church will install the curb and gutter at their expense.

1964 Construction Program. The Board went over the proposed Primary, Secondary and Urban Construction Program for 1964 with Planning and Traffic Engineer J. F. Pearring, Planning Engineer Dean Tisdale, Planning Survey Manager Ed Equals, and Assistant State Highway Engineer Ellis Mathes. The discussion will continue on the Board's November agenda.

Removal from State Highway System (SH 7). The Board approved the removal of 7.2 miles of State Highway 7 west of the Clearwater-Nez Perce County Line to a junction with State Highway 42, Nez Perce and Latah Counties, as recommended and stated in marked Exhibit B-8, which is made a part hereof with like effect as though extended in full herein.

Speed Limits in Coeur d'Alene (I-90, US 10, 10A, 10 Bus., US 95, 95A). The Board approved the prima facie speed limits upon urban extensions of the State Highway System on I-90, US 10, 10A, 10 Bus., US 95, 95A in the City of Coeur d'Alene, as recommended and stated in marked Exhibit A-28, which is made a part hereof with like effect as though extended in full herein.

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Speed Control Zones in District 5 (I-90, US 10 & 95A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on Highways I-90, US 10 and 95A from a point east of Coeur d'Alene to interchange with US 95A, as recommended and stated in marked Exhibit A-29, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10 Bus.). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 10 Bus. from Milepost 11.20, Coeur d'Alene Urban Extension, to Milepost 13.20, Coeur d'Alene Urban Extension, as recommended and stated in marked Exhibit A-30, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10 Bus., US 95A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 10 Bus. and US 95 Alt. from the Coeur d'Alene Urban Extension to Jct. I-90, US 10, as recommended and stated in marked Exhibit A-31, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 10 from the Washington State Line to the Montana State Line, as recommended and stated in marked Exhibit A-32, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10-A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 10-A from a Jct. with US 2 and 95 to the Montana State Line, as recommended and stated in Marked Exhibit A-33, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (US 10, 95-A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 10 & 95A from Milepost 15.40 to Milepost 22.25, entered as I-90, US 10, US 95A, as recommended and stated in marked Exhibit A-34, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 5 (I-90 & US 10). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on Highways I-90 & US 10 from the Coeur d'Alene Urban Extension to east of junction with SH 3, as recommended and stated in marked Exhibit A-35, which is made a part hereof with like effect as though extended in full herein.

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Control of Access approved by the Board:

Project No. I-15-1(9)61 - Portneuf I.C. (excl) - S. Pocatello I.C. (incl)

Full Control

Project No. I-90-1(13)37 - Dudley G.S. (excl) - 1.3 Miles E. of Cataldo

Full Control

Project No. S-3809(9) - Cat Creek Summit Section - NFD Road

Standard Approach Policy

Control of Access (Revision) I-80N-3(14)185, SH 50 I.C. - Eden, Hazelton I.C

The following supersedes the Minute Entry on this project dated August 17, 1962:

Full Control of access for entire project except for portion of relocated or reconstructed SH 50 North of the SH 50 I.C. which shall be Partial Control, as stated for Project S-2741(3) located South of the SH 50 I.C.

Control of Access (Revision) S-2741(2)PE, S-2741(3)R/W, S-2741(4)Rdwy. Const., and S-2741(6) Hansen Bridge Const.

The following supersedes Minute Entry of August 13, 1963 on these projects:

Partial Control:

1. Existing public road connections will be permitted, as shown on the plans.
2. Two public road approaches will be designated on each side of SH 50: The approach nearest the ramp terminal will be located on the same design basis as a normal frontage road connection, and the second to be located approximately 300 feet distant from the first approach.

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3. Future public road connections may be permitted at the approximate locations shown by the plans.
4. Existing approaches may be permitted except where closure or relocation, as shown on the plans, is necessary to provide safe unrestricted highway operation.
5. Access to each private ownership not now having an approach to the highway will be limited to one approach for highway frontage of less than 660 feet and one additional approach for each successive 660 foot interval of highway frontage.
6. All private approaches will be limited to present use only. If a change in land use occurs, such private approaches will be closed. Access must be restored through connections to the city, county or highway district road system.

Partial Control Access Policy (Connections to Interstate). In discussing the various types of access control on the highway systems throughout the State, the Board determined that the following policy be hereby adopted pertaining to connections of the Interstate with other State Highways whose access is to be designated 'Partial Control.'

1. Two public road approaches will be designated on each side of the connecting State Highway: The approach nearest the ramp terminal will be located on the same design basis as a normal frontage road connection, and the second to be located approximately 300 feet distant from the first approach.
2. These public road approaches may function as connections to existing or planned frontage roads, county roads, city streets, or adjacent private properties without restriction as to use. In every case, these public road approaches must be shown on the plans and provision made for their ultimate use to service the property in this area.

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TUESDAY, OCTOBER 14, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the September 23, 24, 25 & 26, 1963 Meeting.

Bid. The Board concurred in the action of the State Highway Engineer on the following highway construction bid:

ST-6471(536) - The work consists of remodeling an 89' concrete bridge over the Teton River and constructing the approaches on 0.225 mile of US Highway 191, north of Sugar City, in Madison County - State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder. (The contract was awarded to Titus, Inc., Jerome, Idaho, the low bidder, on October 16, 1963 in the amount of \$45,809.50)

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

Boise One-

Way Couplet U-3021(8), Parcel No. 2, Max B. & Virginia E. Lewis and  
Texaco, Inc.  
" " Parcel No. 3, Frank A. & Anna King (NOTE:  
Discussed in September meeting)

Exchange of Access Deeds. The Board approved Exchange of Access Deeds on the following:

US 191 F-6471(13), Parcel No. 2A, Harry S. & Jennie Burt  
" " Parcel No. 5A, Earl H. Potter & Margaret Potter

Transfer of Water Rights. The Board approved transfer of water rights as follows:

I-80N I-80N-3(11)164, Murray O'Rourke

Jerome Irrigation District. Assistant Chief Right of Way Agent Park informed the Board that a negotiation impasse had been reached with the Northside Canal Company, Ltd., Jerome, whereupon the Board authorized the Right of Way Division to proceed with condemnation. (I-80N-3(11)164)

October 15, 1963



Special Warranty Deeds and Easement: The Board approved the following Special Warranty Deeds and Easement:

I-15 I-IG-15W-4(6)88, Parcel No. 39A, Leroy A. Benson  
 I-90 I-90-1(13)37, Parcel No. 1½A, Seattle First Nat'l. Bank  
 I-90 I-90-1(21)42, Parcel No. 69A, Elmer E. Wright  
 Boise One-  
 Way Couplet U-3021(21), Parcel No. 4A, C. J. & Ethel J. Stample

Materials Source Cn-52, Mary Tucker - easement

Declaration of Property as Surplus: The Board authorized the declaration of the following property as surplus:

I-15 I-15-2(9)88, Portion Gov't. Lots 2 & 3, Sec. 4,  
 T. 3 S., R. 35 E., B.M. - to be  
 sold for not less than \$450.00.  
 I-15 I-15-2(1)72, Portion SE¼SE¼, Section 35, T. 5 S.,  
 R. 34 E., B.M. - to be sold for not  
 less than \$3,000.00.

1964 State Highway Map. Public Information Director Del Klaus presented for the Board's consideration the plan layout of the 1964 State Highway map with which the Board concurred.

Out-of-State Travel. Orion Grunerud was authorized to attend the 16th California Street & Highway Conference as a panel member to discuss guard rails and median barriers, January 30 & February 1, 1964.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

F-6354(2), US Highway 93, Salmon River Bridge, Lemhi County -  
 Lemhi Telephone Company

ST-6471(536), Teton River Bridge, Sugar City, Madison County -  
 Mountain States Telephone & Telegraph Co. and Utah Power and  
 Light Company

I-15-3(11)187, 0.5 Mi. S. of Pleasant Valley, 3 Mi. S. of Monida,  
 Clark County - American Telephone & Telegraph Company; Mud Lake  
 Telephone Cooperative Assoc., Inc.; and Vigilante Electric Co-  
 operative, Inc.

October 15, 1963

Miscellaneous Correspondence. The following miscellaneous Correspondence was read by the Board and reviewed:

1. Bear Lake Senator Transtrum's letter regarding North Beach Park -- Department maintenance participation on roads. The Board determined that the matter would be reviewed on the regular date - July 1964.
2. Whitton's letter to Senator Church regarding Lowman-Stanley Road.
3. Union Pacific Engineer Tyler's letter regarding railroad automatic signaling damages by vehicles.
4. Major General Edward W. Sawyer's letter to Representative Harding regarding Mountain Home Air Force Base road.
5. Representative Compton White's inquiry regarding oiling of State Highway 29 from Leadore to the Montana Line.
6. Mr. Gunderson's letter of non-concurrence on Route 1 - 3, Mountain Home to Bliss.
7. Governor Smylie's reply to Mayor Salmon, Burley, regarding State Highway 27 construction.
8. California Highways' report on one-way drivers entering exits from freeways.

Tri-State Construction Company's Claim - Grangeville Streets, F-4211(2). On behalf of Tri-State Construction Company, a subcontractor on the Grangeville Streets Project, H. D. Humphrey, a Boise attorney, presented 11 claims against the Department by the Tri-State Construction Company. After due deliberation, the Board disallowed all claims with the exception of Item "R" covering the alleged extra cost of excavating, compacting, fine grading, and disposing of excess materials from driveways. The Board determined that the contract bid item "Driveways form only" was contracturally incorrect and would not afford the contractors an opportunity to properly provide for the cost of completing the driveways item.

The Board instructed the Department to also allow additional compensation for claim Item "E" based on an audit of the actual costs involved. Claim Item "R" amount payable is subject to Department audit.

October 15, 1963

Segarini Right of Way Matter - Kellogg, I-90-1(11)48. Next appearing before the Board were Mr. and Mrs. S. V. Segarini again urging the Board to request the Bureau of Public Roads' concurrence in allowing them 5 feet of State Highway right of way in Kellogg as a means of access to the Segarini property.

The Board again, as they did in August, informed Mr. and Mrs. Segarini that the matter having gone to the District Court to condemnation at the option of Mr. and Mrs. Segarini, and the court having made its award, was to be considered final in the way of access, damages and property taken by the Department in construction of the Interstate.

The Board stated that, in their opinion, to make such a request of the Bureau of Public Roads would be ill-advised -- that as far as the Highway Board is concerned the matter is closed.

Yellowstone Sun Valley Highway Association. Next appearing before the Board was the Yellowstone Sun Valley Highway Association composed of:

Ray Sweat	Jack Reinsch	K. J. Sims	Lloyd Barron
Holger Albrethsen	Fred Walton	John Bahr	Wayne Clark
John O'Connell	Fred Reich	Jim Kevan	

Wayne Clark, President, inquired as to what progress the Department has made in the way of another construction job on the Hill City - Dixie section of State Highway 68. Mr. Bennett outlined that the Department is hopeful that with the Federal Aid moneys Elmore, Camas and Blaine Counties have pledged towards the next project, that between 8 and 9 miles might be feasible which would terminate the next project on the present road approximately 2½ miles west of Hill City. The proposed project would begin at the Eastern end of the presently improved section East of Cat Creek Summit.

Blaine County Commissioners Sweat and Reinsch and Camas County Commission Chairman Jim Kevan, stated that the two counties would pledge \$28,000 from Blaine and \$20,000 from Camas, their next Federal Aid allotment which should be available July 1, 1964, to the next proposed project if needed.

Request Denied to Cut Back the Blaine-Cleveland Street Couplet in Caldwell, F-3281(7). George W. Liscombe and John W. Griffin, Secretary-Treasurer of the Idaho Conference of the Seventh Day Adventist, appeared asking the Board to cut back the Blaine-Cleveland Street couplet in order that their property would be serviced by a two-way street instead of a one-way facility.

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The Board determined that it would not try, at this late date, to change the plans upon which right of way is being acquired, thus denying the request.

US Highway 95 Association. Next appearing before the Board was the US Highway 95 Association composed of:

W. Clay Sutton	Roger Swanstrom	Everett A. Colley	W. B. Harmon
Orville Soper	Merle Hamilton	Homer Anderson	A. E. Murphy
Jim McClure	Ralph Paris	Henry Drener	Richard Eisman
Jim Duncan	Les Carter	Gordon Cahill	

In the opinion of the Association, the five most important projects, and in that order of importance, are:

1. Palisades through Fruitland to Payette
2. Messa Hill
3. Wilder to Homedale
4. South end of Midvale Hill to Weiser
5. East Seventh Street Bypass, Weiser

The delegation pointed out, however, that they did not want to tell the Department what to do first as they realized that with all the problems entailed in getting jobs under contract, that the priority shown may be helpful to the Department in getting future projects advanced towards the construction stage.

Senator Jim McClure said that the past three years there have been starts of three projects undertaken and that highway construction is lagging behind on US 95. He stated they realized that the Department is pressed for completing the connections to the Interstate in time for using completed sections and he hoped that the Department could catch up on its US 95 projects.

State Representative Clay Sutton stated that the Midvale Community Club would like a roadside rest area on the top of Midvale Hill at the gold fish pond. Mr. Bennett stated that he is of the opinion that something could be worked out if agreeable to the property owners interest in the area affected. Mr. Sutton was urged to follow up on this with the District Engineer.

A Delegation from the Homedale Chamber of Commerce composed of:

Paul Zatica	John Lloyd	Victor Uria	Steve Edwards
Frank J. Matteson			

and State Representative Alvin Benson appeared urging that a Homedale Bridge replacement be in approximately the same location as the present

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bridge. Resolutions from the various Chambers of Commerce in the Valley were submitted by Richard B. Eisman of the delegation, stating that if airport regulations prevent a new bridge on the same location, that he and the committee would like a copy of the Federal regulations that govern the problem. He stated that the previous Highway Board had stated that Highway 95 in the Homedale area is to be considered as a through road as well as a farm to market road, and therefore should serve the main street of Homedale when a bridge is relocated.

Mr. Bennett stated that a study is underway to point to the best and most feasible location for a bridge to replace the present Homedale Bridge. In addition to a location that would best serve the business section of Homedale, the study is also considering feasible connection to the south and north of the alternate bridge sites under study. For this reason, the study is time consuming and must of necessity take its turn along with other highway location studies being conducted elsewhere by the Department.

Board Member Symms told the delegation that they need not count on the bridge relocation being in the 1964 Construction Program. The Board would not overlook the need and in time would get it on the program, but at this time no definite commitment could be made as to timing or location of the bridge replacement.

Spud Murphy stated that the Chamber of Commerce would certainly not permit the Board to forget the request for a new bridge.

WEDNESDAY, OCTOBER 16, 1963

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Court Awards Considered Final in Condemnation Cases. As a matter of policy, the Board determined that where and when right of way property owners choose to accept condemnation as a means of arbitrating right of way settlements, that the Board had not and would not in the future attempt administratively to alter awards made in condemnation cases by the courts when requested by the condemnee for a Board or administrative adjustment over or in addition to that award by the court.

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Agreement with Jerome Highway District - Removal of SH 79. The Department outlined an agreement pending with the Jerome Highway District whereby the Department would recondition that section of State Highway 79 south of the Interstate interchange before removing it from the State Highway System. The improvement would consist of a 2 inch road mix and a seal coat costing \$42,000. That section of State Highway 79 will be on the haul route used by the contractor from materials sources to the south for the construction of the Jerome to US 93 section of the Interstate.

The Board concurred in the agreement and urged the Department to continue to press for Federal Aid participation in the said reconstruction of State Highway 79 south of the Jerome interchange.

Personnel Director Presents Proposed Salary Program. Personnel Director George J. Neumayer presented a proposed salary program for the Department reflecting adjustments for selected positions in the Department. Also, the proposed schedule would correct a number of inequities in salaries and pay position groups which have crept into the program over the years.

The Board gave general approval of the program and indicated that the Department should proceed with working out the details along with the exact costs involved and to work with the Budget Director on its implementation subject to the concurrence of Governor Smylie when they meet with the Governor in November.

Boise-Stanley Road, State Highway 21. After considering the needs of construction moneys for highways penetrating public lands within the State, the Board recommended that the Secretary of Commerce be petitioned to allocate \$600,000 of public land moneys to be applied on the Boise-Stanley Road, State Highway 21. If successful, the moneys are to be spent on improving the route from Lowman easterly.

The following Mountain Home Delegation:

Phillip W. Gridley  
Joseph Kent

Willis Carrie  
Charles Degler

John Glasby

appeared before the Board urging that when Interstate Route 80N is constructed in the vicinity of Mountain Home that simultaneously a business loop be designated from the interchange south of Mountain Home to and through the present US 30 route serving the motel and business area south of the US 30 underpass. They also requested that a curb and gutter section be simultaneously constructed to the south city limits of what is now US 30. The delegation indicated that their desire in

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coming before the Board ahead of the public hearing was merely to show the Board the solidarity of thinking that prevails regarding this request.

A statement summarizing the delegation's position, signed by Frank Ireton, President of the Mountain Home Chamber of Commerce, dated October 15, was submitted for the Board's records. Mr. Carrie stated that the request is merely an opportunity to give the people having approximately \$1 million invested in businesses south of the US 30 underpass an opportunity to survive after the Interstate east of Mountain Home becomes a reality.

Chairman Burns stated that he does not think there is anything unusual about this request and to make it at this time would enable the Board and the Department to study it before making their final decision following the public hearing of October 28 regarding the location of 80N in the vicinity of Mountain Home. Mr. Burns emphasized that this entire request should be made a part of the record at the Mountain Home public hearing that full consideration may then be given to the request by both the Department and the U.S. Bureau of Public Roads.

The Board approved final plans, specifications, and estimates for the following contemplated projects previously authorized by the Board:

I-80N-1(19)25	SH 44 Jct. to US 20-26 Jct. Caldwell
F-6354(2)	Salmon River Bridge
I-80N-1(12)37	Nampa-Meridian
I-15-3(11)187	Pleasant Valley Section, Clark Co.
ST-6471(536)	Teton River Bridge
S-2730(2)	Airport North (Bridges) Airport Road
SU-3752(2)	Franklin Road (Nampa North)
ST-3022(536)	King Hill Creek, US 30
F-3311(4)	Wilder Jct. North 2.5 miles
S-3806(15) & FL-17(1)	SH 51, Grasmere South

WHEREUPON, the Board adjourned until its next meeting scheduled for November 4 & 5, with the South Idaho Board Tour November 6 through 9.

Read and Approved  
November 5, 1963  
Boise, Idaho

  
W. C. BURNS, Chairman

End of Microfilm

12.5.63. E J.

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

Boise - November 4 & 5, 1963

South Idaho Tour - November 6, 7, 8 & 9, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, November 4, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Oregon Commission's Letter Regarding Ontario Bridge Construction.  
The Board read a letter from Oregon State Highway Engineer Forrest Cooper stating that the Oregon Highway Commission would like to build the Ontario - Gay-way Bridge at the earliest convenience of the State of Idaho. The Board replied that "It appears at this time that 1966 would be the earliest that the Board can see its way clear to participate with Oregon in this structure. The Board is committed, at the same time or prior to building the Ontario Bridge, to improve and/or relocate US 95 between Interstate Route 80N Jct. - US 95 Jct. and Payette. Route studies for this section have not been completed and a public hearing has to be held at Fruitland in this regard before construction can begin."

Weiser's Request for Widening of West Idaho and West Main Streets.  
The Board read the request from Weiser Mayor John Lloyd requesting widening of West Idaho and West Main Streets from West Second to West Sixth Street to conform with the width of those streets leading into the City from the Seventh Street underpass. The letter also stated that the City of Weiser is removing the trees from the parking strip and repairing and replacing sidewalks where damaged in those sections.

Miscellaneous Correspondence. Correspondence and a Moscow editorial was presented to the Board urging a 4-lane road on State Highway 8 between Moscow and Pulman because of the motor vehicle accident experience. The Board was of the opinion that it was a matter of highway law enforcement during traffic peaks.

The Board also noted a letter urging improvement of US 95 Alternate from Harrison Junction to Interstate Route 90 Junction.

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Salary and Classification Adjustments Approved by Board. The Board discussed the recommended salary and classification adjustments recommended by the Department and having met with Governor Smylie, where the proposed adjustments were discussed, directed the Department to work out the details and to present the salary and reclassification adjustment schedules to the Budget Director. The adjusted salary schedules correspond with salary schedules of other State agencies.

Farragut Girl Scout Encampment Participation by Department Personnel. While meeting with Governor Smylie, the Board was urged to cooperate by lending its efforts when needed to assist in preparing the Farragut State Park for the use of the 1965 Girl Scout National Roundup.

Chairman Burns stated that the Department would assist in any way possible in so far as those duties would not cause highway funds to be disbursed in a manner other than provided by law, with which the Governor concurred.

Right of Way Encroachment on St. Joe River Road Forest Highway Project. The Board was advised of a livestock loading ramp encroachment on the current Forest Highway project on the St. Joe River Road in Shoshone County. Mr. Gaffney stated that he would prevail upon the Shoshone County Commissioners to remove the encroachment.

Request for Access to Hubbard Property, US 95 near Pollock. Mr. Gaffney presented a request for a change in entrance through the right of way fence line to a presently approved access to US 95 north of Pollock to the Hubbard parcel. Mr. Gaffney stated that Mr. Hubbard was unable to serve a proposed home site by means of the present fence gate and is asking for a changed location to a new fence opening but still using the present access allowed on the completed plans of the Pollock-Pinehurst, US 95 Project (F-4113(16)).

Mr. Bennett said he would take the matter up with the Boise Bureau of Public Roads' office.

Out-of-State Travel. The Board authorized out-of-State travel for the following:

L. F. Erickson, Research Engineer, and Harry Day, Materials Engineer, to Washington, D.C., January 13 through 17, 1964 - Highway Research Board Meeting.

Harry Day, Materials Engineer, to Kansas City, December 11-12, 1963 - Asphalt User-Producer Conference.

L. F. Erickson, Research Engineer, Harry Day, Materials Engineer, & R. B. Christensen, Construction Engineer, to Portland, Oregon, December 16 - 17, 1963 - Bureau of Public Roads Regional Workshop on Projects Construction Quality Control.

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

US 95	F-4113(20)	Parcel Nos. 3 & 3-E-1 to 3-E-11, Edith Weber
"	"	Parcel Nos. 9 & 9-E-1, Kenneth M. & Dorothy Meyer
US 91	F-6471(18)	Parcel Nos. 1 & 1-E-1, Earl & Dorothy Terry
I-15	I-15-1(8)57	Parcel No. 8, Angelo & Catherine Trayis and George Pappas
US 93	F-6354(2)	Parcel No. 1, Walter A. & LaVerna M. Harris; C. Walker & Grace M. Lyon

Approval of Right of Way Contract. The Board approved the following Right of Way Contract:

I-80N I-80N-3(11)164, Parcel No. 30, Idaho Farms Company

Exchange of Access Deeds. The Board approved an Exchange of Access Deed on the following:

US 30	F-2361(14)	Parcel No. 73 A, Pearl & Juanita Brim
US 191	F-6471(13)	Parcel No. 16 A, Myrtle Sheetz

Special Warranty Deed. The Board approved the following Special Warranty Deed:

I-80N I-80N-3(11)164, Parcel No. 9½A, Murray & Maxine L. O'Rourke

Property Owner Objects to Proposed Median, F-2441(8). Chief Right of Way Agent Mix briefed the Board on objections made by a property owner to the proposed median in connection with Parcel Nos. 14 & 15 on State Highway 24.

Report on Progress of Negotiations with North Side Canal Company, I-80N-3(11)164. Chief Right of Way Agent Mix reported to the Board on the progress of negotiations for a crossing agreement with the North Side Canal Company, Ltd. on Interstate 80N, Project I-80N-3(11)164.

Report on Negotiations with Watkins & Boise Cascade Properties on the Boise one-way couplet, Project No. U-3021(22), was given by Chief Right of Way Agent Mix.

Status of S. S. Mullen's Claim and Tri-State Construction Company's Claim. The S. S. Mullen Company's claim on project I-IG-15-1(2)54 has been resolved with the S. S. Mullen Company, but as yet has not been approved by the Bureau of Public Roads.

Contract Change Order No. 6 in the total amount of \$25,000 provides for adjustments in structure cost of \$16,000 and added payment due to

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modification of excavation placement of \$9,000. The contractor originally asked \$33,999.50 added compensation. The Bureau of Public Roads will require additional justification before acting on this Change Order.

Construction Engineer Christensen stated that the Tri-State Construction Company will accept the claim settlement on project F-4211(2) offered by the Board at the October 15, 1963 meeting. The allowed claim item was for excavating, compacting and finegrading driveways subject to audit.

Control of Access Approved by the Board:

Project No. I-80N-4(3)248 - Sublett I.C. (excl) - Juniper I.C. (incl)

Full Control

Project No. S-6749(2) - Roberts I.C. East - U.S. 91

Standard Approach Policy

Project No. I-15-3(6)133 - Roberts North and South

The following supersedes Minute Entry on this project dated July 31, 1959:

Full Control

Speed Control Zones in District 6 (I-15, US 91, & US 26). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15, US 91 & US 26 from the Bingham-Bonneville County Line to Interchange with US 26 as recommended and stated in marked Exhibit A-36, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 6 (US 91). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 91 from Milepost 112.90 to Milepost 209.60, as recommended and stated in marked Exhibit A-37, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (I-80N, US 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N & US 30 from an interchange with US 30 to North of Jct. SH 44, as recommended and stated in marked Exhibit A-38, which is made a part hereof with like effect as though extended in full herein.

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Speed Control Zones in District 6 (I-15, US 91). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-15 & US 91 from an interchange with US 26 to the Montana State Line, as recommended and stated in marked Exhibit A-39, which is made a part hereof, with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 30 from East of the Oregon State Line to Milepost 143.05, entered as US 20T-26-30, as recommended and stated in marked Exhibit A-40, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 20, 26, 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20, 26, 30 from Milepost 57.30 to Milepost 102.40, as recommended and stated in marked Exhibit A-41, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (I-80N, US 20, 26, 30). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on I-80N, US 20, 26, 30, from 6.65 miles east of Boise, east for a distance of 30.10 miles, as recommended and stated in marked Exhibit A-42, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 3 (US 95). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 95 from North of the Oregon State Line to the Idaho County Line, as recommended and stated in marked Exhibit A-43, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (US 20, 26 & 93A). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on US 20, 26 & 93A from Carey to the Arco Urban Extension, as recommended and stated in marked Exhibit A-44, which is made a part hereof with like effect as though extended in full herein.

Speed Control Zones in District 2 (SH 24 Spur). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 24 Spur from the junction SH 24 to the Minidoka Urban Extension, as recommended and stated in marked exhibit A-45, which is made a part hereof with like effect as though extended in full herein.

November 4, 1963

Speed Control Zones in District 2 (SH 24). The Board approved the prima facie speed limits upon rural extensions of the State Highway System on SH 24 from the Shoshone Urban Extension to Jct. I-80N & US 30N, as recommended and stated in marked Exhibit A-46, which is made a part hereof with like effect as though extended in full herein.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

FHP 40-1(2), Wayan-Freedom, Caribou County - Lower Valley Power and Light, Inc.

I-90-1(42)41, Cataldo Dike, Kootenai and Shoshone Counties - General Telephone Company of the Northwest, Washington Water Power Company, and Yellowstone Pipeline Company

After reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

F-1481(22), US Highway 30N, 4.8 Mi. West of Wyoming State Line-Wyoming State Line - Utah Power and Light Company and Mountain States Telephone & Telegraph Company

The Board approved Final Plans, Specifications and Estimates for the following contemplated projects previously authorized by the Board:

Stockpile 4448	Latah County
Stockpile 4449	Clearwater County
Stockpile 4450	Idaho County
Stockpile 4452	Idaho County
F-1481(22)	Wyoming Line West, US 30N
I-90-1(42)41	Cataldo Dike Construction, Coeur d'Alene River
S-3701(1)	Three Cr. to Twin Falls Co. Line, Owyhee County Project
I-15-3(12)163	Dubois to China Point, Clark County
F-2441(8)	Heyburn-Rupert
F-2361(26)	Twin Falls, Rock Creek, Trash Rack
ST-6501(510)	Clark Hill - Granite Hill Culverts
I-15-1(10)40	Arimo-Merrill Road
I-90-1(13)36	Dudley-Cataldo
I-90-1(23)62	Wallace-Mullan Surf.
S-3785(2)	Healey Road Bridge & Approaches, Ada County Project

TUESDAY, NOVEMBER 5, 1963

The meeting of the Highway Board reconvened at 8:00 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the October 14, 15 & 16, 1963 Meeting.

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

ERFO-50(1) & ER-51(1) - The work consists of reconstructing flood damage to the roadway and 2 concrete bridges at intermittent locations on County roads, Pauline North & South, commencing approximately 13 miles east of American Falls, thence south in Power County - Federal Aid and County financed. The contract was awarded to Duffy Reed Construction Company, Twin Falls, the low bidder, on October 29, 1963 in the amount of \$83,915.20.

Law Enforcement Building Canopy - The work consists of constructing a canopy on the Law Enforcement Building at 3211 West State Street in Boise, Idaho - State financed. The contract was awarded to J. E. Nonenmacher Construction Company, Boise, the low bidder, on October 28, 1963, in the amount of \$4,200.00.

ST-3022(536) - The work consists of constructing a detour road and installing salvaged 144 inch corrugated plate pipe at King Hill Creek on US 30, approximately 1.5 miles west of King Hill in Elmore County - State financed. The contract was awarded to Kimberly Construction Company, Inc., Kimberly, Idaho, the low bidder, on October 31, 1963, in the amount of \$16,900.00.

I-80N-1(19)25 - The work consists of constructing the roadway, drainage structures, a plantmix bituminous surface, seal coating the shoulders, 1-231' and 1-211' concrete and steel underpasses, 1-108' and 1-26' concrete bridges, signing and highway illumination, on 2.003 miles of Interstate No. 80N, I.C. Jct. SH 44 (incl) to West Caldwell I.C. (incl), including a Port of Entry Station and facilities in Canyon County - Federal Aid Interstate and State financed. The contract was awarded to Rogers Construction Company, Portland, Oregon, the low bidder, on November 4, 1963, in the amount of \$1,008,450.23, Alternate No. 1.

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I-15-3(11)187 - The work consists of constructing the roadway (NB-Lane), drainage structures, 114' concrete overpass, 3 concrete machine passes, a concrete box culvert and a plantmix bituminous surfacing on 5.621 miles of Interstate Highway No. I-15, Pleasant Valley - 3 Mi. South Montana Line, in Clark County - Federal Aid Interstate and State financed. The contract was awarded to Earl L. McNutt Company, Eugene, Oregon, the low bidder, on November 12, 1963 in the amount of \$1,191,808.50, Alternate No. 1.

S-2730(2) - The work consists of constructing 2-80' concrete bridges on the Airport Road, Airport North - Twin Falls, in Twin Falls County - Federal Aid Secondary and County financed. The contract was awarded to Neilsen & Miller, Twin Falls, Idaho, the low bidder, on November 7, 1963 in the amount of \$45,092.00, Alternate No. 1.

F-6354(2) - The work consists of widening a 440' concrete bridge, over the Salmon River, constructing the approaches, a plantmix bituminous surfacing and highway illumination on 0.187 mile of US Highway 93, in Salmon, in Lemhi County - Federal Aid Primary and State financed. The contract was awarded to Portneuf Lumber & Supply, Inc., Pocatello, Idaho, the low bidder, on November 7, 1963, in the amount of \$184,126.25.

SU-3752(2) - The work consists of constructing three concrete bridges, over the Phyllis Canal, and a temporary connection to the Industrial Road from structure at Station 44/86 on Franklin Road, north of Nampa, in Canyon County - Federal Aid Secondary and County financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder (Neilsen & Miller of Twin Falls in the amount of \$45,185.25) subject to the approval of the County.

Mountain Home to Bliss Interstate Location Hearing Decisions,  
I-80N-2(4)94, Public hearings were held under Federal and State statutes at Mountain Home, 2:30 P.M. Monday, October 28, 1963, and at Glenns Ferry, 2:00 P.M. Wednesday, October 30, 1963.

#### Mountain Home

The Board, having read the transcript made of the testimony and proceedings at the Mountain Home hearing and having been fully advised and considered the same, made the following decision:

The Idaho Board of Highway Directors finds and determines that:

1. That the Idaho Department of Highways will proceed with the design and construction of the proposed Interstate Route 80N as shown in the hearing brochure dated October 1963.

November 5, 1963

2. That separated interchange facilities should be provided at the approximate locations shown in Exhibit II of the hearing brochure.
3. In order to provide a more extensive business loop through Mountain Home as requested in the hearing, the Board has determined to retain the portion of present US 30 from State Highway 51 to the connection with the county road (Cold Springs Road) which connects with the interchange south of Mountain Home shown on Exhibit II of the hearing brochure. They will also add to the State Highway System, at such time as the Interstate is placed in operation, the section of the above mentioned county road (Cold Springs Road) from connection of US 30 easterly to the US 30 interchange approximately 2 miles.
4. Note is taken of requests for grade separation structures on Jerome Street and 18th East Street. Further study of grade separations, frontage roads, street and county road closures, and general local road integration will be undertaken during design phases of the project. Final determination will be made at that time based on engineering and economic justification.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Mountain Home from said proposed changes.

(See Board's letter to Mayor Gridley regarding improvements requested in conjunction with the hearing but not applicable to the location of Route 80N)

### Glenns Ferry

The Board, having read the transcript made of the testimony and proceedings at the Glenns Ferry hearing and having been fully advised and considered the same, made the following decision:

The Idaho Board of Highway Directors finds and determines that:

1. That the Idaho Department of Highways will proceed with the design and construction of the proposed Interstate Route 80N as shown in the hearing brochure dated October 1963.

November 5, 1963



2. Note is taken of the request for interchange locations. Study of interchanges, grade separations, frontage roads, street and county road closures, and general road integration will be undertaken during the design phases of the project. Final determination will be made at that time based on the engineering and economic justification.
3. Every consideration will be given, as the design progresses, to retain a business loop between Interstate connections; engineering and economic criteria permitting; such business loop to remain a part of the State Highway System.

will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Glens Ferry from said proposed changes.

#### King Hill

Hearings on the abovecaptioned project having been held at King Hill, 10:00 A.M. Wednesday, October 30, and the Board having read the transcript of the testimony and proceedings made the following decision that:

The Idaho Board of Highway Directors finds and determines that:

1. That the Idaho Department of Highways will proceed with the design and construction of the proposed Interstate Route 80N as shown in the hearing brochure dated October 1963.
2. In the detailed location of the Interstate, cultivated land and irrigation systems will be avoided where engineering and economic conditions permit.
3. Note is taken of requests for interchange location 2 miles south of King Hill. Further study of interchange points, grade separations, frontage roads, street and county road closures, and general local road integration will be undertaken during design phases of the project. Final determination will be made at that time based on engineering and economic justification.
4. That separated interchange facilities located east of the Snake River should be provided at the approximate locations shown on Exhibit I.

Hammett

Hearings on the above captioned project having been held at Hammett, 10:00 A.M. Monday, October 28, 1963, and the Board having read the transcript of the testimony and proceedings made the following decision:

The Idaho Board of Highway Directors finds and determines that:

1. That the Idaho Department of Highways will proceed with the design and construction of the proposed Interstate Route 80N as shown in the hearing brochure dated October 1963.
2. In the detailed location of the Interstate, cultivated land will be avoided where engineering and economic conditions permit.
3. Note is taken of requests for interchange location to the north of Hammett. Further study of interchange points, grade separations, frontage roads, street and county road closures, and general local road integration will be undertaken during design phases of the project. Final determination will be made at that time based on engineering and economic justification.

Extension of Over-Age Employees. The following extensions of over-age employees were approved by the Board:

Extended to March 31, 1965:

<u>Name</u>	<u>Age</u>	<u>Birth Date</u>	<u>Position</u>
<u>District 1</u>			
Claude Fleming	65	3/4/98	Instrumentman II
H. T. Jones	68	11/20/94	Engineering Aide (Hrly)
<u>District 3</u>			
Glenn Thompson	67	3/24/96	Resident Engineer
George Cornforth	65	12/25/97	District Locating Engr.
<u>District 4</u>			
C. F. VanSise	68	5/8/95	Maintenance Aide (Hrly)

November 5, 1963

<u>Name</u>	<u>Age</u>	<u>Birth Date</u>	<u>Position</u>
<u>Headquarters</u>			
Lewis Hamblin	66	10/9/97	Right of Way Property Mgr.
James Reid	68	8/23/95	Administrative Officer
C. W. Short	66	12/12/96	Secondary Roads Engineer

The possibility of establishing a policy for mandatory retirement at age 68 was reviewed by the Board. It was decided that such a policy would tend to move the current 65 retirement age up in the minds of the employees and also tend to limit the flexibility that now prevails by extending employees only in special cases.

Program Approval for Forest Highway Project Between Cat Creek Summit and Hill City - SH 68. The Board approved the expenditure of sufficient Forest Highway moneys together with Blaine, Camas and Elmore Counties' Federal Aid moneys offered by said counties, and State matching moneys for the construction of an 8.7 mile section on State Highway 68 beginning at the east end of the present Cat Creek section and ending approximately 3-3/4 miles at the west end of the last project in Hill City.

Forest Highway Project - Denton Curves Railroad Right of Way Appraisal, F-5121(13). The Board authorized the Right of Way Division to make settlement with the Northern Pacific Railroad on its \$51,000 figure for needed railroad right of way that would be required in the pending project of two structures on the Hope-East Hope-Denton Curves Project. This determination was made after the Board was advised that the Department appraisers' appraisal figures would support the settlement.

Huffman Right of Way Problem - White Bird Hill Project, F-4113(20). Chief Right of Way Agent Mix brought the Board up to date on the negotiations with the Huffman and Edith Weber property, whereupon the Board urged that every effort be made to negotiate successfully as soon as possible this and the Mayer parcel, rather than go to condemnation, because of the urgency of a winter bid opening on this project, at which time more favorable bidding results could be expected.

Request to Declare Surplus, Department Right of Way Property, State Highway 44. Legal Counsel Joe Imhoff, representing prospective purchasers Verene T. Pauley and Pedro and Dorothy Anchustegui, appeared before the Board indicating his clients' desire to purchase property no longer needed by the Department that was acquired from the Boise Interurban and Tractor Company in fee, known as Lot 5, Section 6, Township 3 North, Range 2 East, Boise-Meridian. He requested the Department to sell the same to the above people at the appraised purchase price because it was urgently needed to subdivide as soon as possible.

Legal Counsel Tway advised the Board that such disposal of surplus Department property would have to be sold in accordance with the law, which would require advertising and sale at public auction. Whereupon, Mr. Imhoff asked the Department to proceed on that basis.

Mr. Bennett stated that the Department would try to have an appraisal figure for the property for Board consideration at the December meeting, at which time the Board would be in a position to authorize the advertising of the property to be sold at public auction.

### WEDNESDAY, NOVEMBER 6, 1963

The Board convened in Boise Wednesday morning, November 6, for a tour of South Idaho. Present on the tour were:

W. C. Burns, Chairman - Director, District 1  
 Ernest Gaffney, Vice-chairman - Director, District 3  
 R. Doyle Symms, Member - Director, District 2  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary of the Board  
 N. L. McCrea, Assistant State Highway Engineer, Operations  
 Respective District Engineers  
 Norman Wood, Federal Projects Engineer, U.S. Bureau of  
 Public Roads, Portland, Oregon. (On Saturday, Mr. Wood  
 left the touring party to return to Boise)

The Board, in touring South Idaho, covered Routes US 30, SH 46, US 20-26, to Idaho Falls; US 191 to Reynolds Pass; SH 32, 33 and 31 to Swan Valley; US 26 to Alpine; SH 34 to Soda Springs; US 30N to 8 miles east of Montpelier; US 89 to St. Charles; US 30N to Inkom; Interstate Route 15 to McCammon; US 191 to Malad; SH 37 to American Falls; US 30N to Pocatello and Rupert; SH 24 to Burley; SH 25 & US 30 to Twin Falls; SH 74 & US 30 to Hammett; SH 45, Murphy to Nampa; and US 30 to Boise.

### Rexburg Meeting, November 7

St. Anthony, Rexburg and Rigby people met with the Board Thursday, November 7, from 9 to 10 A.M., giving the Board the respective towns' views regarding their wishes as to how a proposed relocation of US 191 should be located to best serve their communities.

Rexburg. Rexburg Mayor Gilbert Larsen stated he hoped the Board would be in position to go along with their recommendation for an improvement of US 20-191 using West 2nd northerly to 1st North Street, thence northeast on the east side of the railroad tracks.

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State Senator Dick Smith, State Representative Karl Klingler, Dale Taylor, Madison County Commissioners Roy Summers and Farrell Rock, and Lloyd Adams all concurred with the proposed route outlined by Mayor Larsen. Complete unanimity was demonstrated.

Rigby. Harold Lee, President, Rigby Chamber of Commerce, stated that Rigby was unanimous in their decision to have US 20-191 relocated from the south underpass northeasterly along the west side of the railroad tracks, with the present highway serving as a business loop.

Their second and only other choice would be improving the existing route through town. This thinking was concurred in by State Representative Wayne Tibbitts, who also stated, "At Lorenzo, we feel we can yield sufficient ground along the railroad right of way to bring the highway through there." He also stated that he has reversed his position of 10 years standing in opposing the Highway Department's program, "For today I would like to state that I have worked with the Highway people in the last legislature and I feel we can lift our voice in pride in what they have done for the State of Idaho."

St. Anthony. Fremont County Prosecuting Attorney and Chamber of Commerce Secretary Keith Jergensen asked the Board's consideration for the routing of the proposed improvement of US 20-191 on the present location through St. Anthony, which is unanimously the first choice of the people in the area.

The second choice is staying west of the railroad tracks and connecting at South 6th Street and using Bridge Street.

The third choice is that of using 4th Street from the south and Bridge Street through town.

The fourth choice is totally unacceptable -- that of bypassing the business area on either the east or the west side of the railroad and paralleling the tracks which, in either case, would miss the heart of St. Anthony. Concurring in Mr. Jergensen's presentation was Mayor Clyde Keefer and State Representative William Frome.

#### Idaho Falls, November 7

The entourage met with the Idaho Falls Chamber of Commerce at an evening meeting.

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## Georgetown

The Board determined that Georgetown should not be bypassed but that when moneys are available and programs entered into for improvement of US 30N for Georgetown, that said improvement should be made over the present route going through the town. The Board directed the Department to declare surplus those right of way parcels purchased in 1956, at which time a bypass was considered, and to dispose of such parcels as prescribed by law.

## Reconsider Urban Speeds in Bloomington and Bennington

The Board directed the Department to consider the possibility of higher urban speeds than now posted in Bloomington and Bennington, providing safeguards to school crossings would not be in jeopardy.

## Montpelier, November 8

The Board participated with the people of Montpelier in a ribbon-cutting ceremony opening to traffic Project F-1481(9), Montpelier - 6.4 miles east.

Besides the touring party, those participating were:

Bear Lake County Senator Whitney Transtrum  
State Representative Frank Hirschi  
Montpelier Chamber Highway Committee Chairman Frank Sorgatz  
Montpelier Mayor Wells Stock  
and 35 interested citizens

A meeting with Montpelier and Bear Lake people followed at the Montpelier City Hall, where a request was made of the Board to assist in the improvement of North Beach State Park on the north shore of Bear Lake, 4 miles east of St. Charles.

Mark Pugmire, of St. Charles, stated that a comprehensive plan has been made for the development of the park by the State Land Department and that it is proposed that the present Lifton - Hot Springs Road be relocated just north of the present road when passing north of the North Beach State Park area. The present road may be used as a parking area for the summer park patrons. Chairman Burns stated that next July, when the Board annually reviews the requirements with the State Land Department for improvements needed in State Parks throughout the State in relation to Highway moneys available, that the Board would take under consideration the request to include the North Beach State Park in this program, should such a request be made by the State Land Department.

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Mr. Burns stated that it is not contemplated that relocations on county roads would be eligible for Highway Department participation, should the North Beach Park be put into the Department's park road improvement program; "It is our policy to limit our participation to roads within the boundaries of such State Parks." Senator Transtrum stated that improvement of three approaches from the main road to the lake shore are needed. Representative Hirschi recounted the great potential this park has for drawing tourists with particularly heavy patronage from Utah vacationers.

Mr. Pugmire asked the Board to assist the people in developing estimates of costs of improving, to highway secondary road standards, the Lifton Road from US 93 to the Hot Springs on the Northeast corner of the Lake. Mr. Bennett stated that he thought the Department could assist in developing such estimates but no personnel would be available for surveys and so forth.

Mr. Summers stated that if materials could be obtained out of the Lake it would reduce the cost of the proposed county road improvement, to which there were voiced no objections.

To assist the county in arriving at a financing figure for the road improvement, Prosecuting Attorney Gass asked the Department to forward information as to the amount of Federal Aid moneys that have been advanced to Bear Lake County and as to when new Federal Aid moneys could be expected and what amount could be anticipated. Also, what income the road and bridge and Federal Aid matched levies would produce if the maximum levy were to be made.

Mr. Bennett outlined the respective programing of the remaining 7 miles that would complete the improvement of US 30N to the Wyoming Line. He stated that the remaining portion has not been programmed but that the 1964 Construction Program will be firmed by the Board in December.

Representative Hirschi then stated the need for the Montpelier overpass in Montpelier, which was concurred in by Senator Transtrum and Mr. Pugmire. The Board reminded the group that people of the area had requested that the Department give priority to the improvement of US 30N from Montpelier to the Wyoming Line before the Montpelier overpass is constructed.

#### Downey

The Board directed the Department to bring the Interstate location east of Downey to public hearing as soon as possible.

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## Pocatello Meeting, November 8

Meeting with the Board were Bannock County Commissioners James Abbott, Paul Gregersen and Emmett Spraker, urging:

1. That the Board reconsider the abandonment of old US 191 from Inkom to McCammon.
2. That the so-called Price Road from McCammon East to US 30 be placed on the State Highway System.
3. That old US 30N in the vicinity of Topaz be reconditioned, it having been used as a detour road by the Morrison-Knudsen Company during the construction of a bridge across the Portneuf River breached by the 1962 spring flood.

Regarding the Price Road, the Board stated that they would take another look at the request after the Interstate is opened in the light of type and amount of traffic using it. No encouragement was given the County Commissioners regarding taking back onto the State Highway System US 30N from Inkom to McCammon, which, by public hearing determination, was to revert to Bannock County upon the completion and replacement of that road by the Interstate. The County Commissioners were left with the thinking that the matter would be taken under consideration.

Board Chairman Burns and Vice-chairman Gaffney directed the Department to assist in the restoration of the Topaz section of Bannock County's road, either by having it repaired by the State contractor who used the road as a detour for traffic of US 30N, or by the Department making the correct restoration of road surfacing.

## Board to View Unprogrammed Interstate Projects

The Board requested the Department to present, at the December meeting, the remaining work on Interstate Projects not included in the Department's present Five-year Planning Program that will be necessary to complete Idaho's Interstate Program by 1972.

## August Ceramicoli - Flood Damage West of Lava Hot Springs

The Board, by appointment, viewed on the ground with August Ceramicoli, alleged flood damage to his farm land as a result of the 1963 Portneuf River flood.

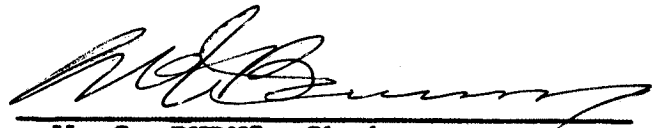
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The Board disclaimed that the damage was a result of State Highway design upstream and informed Mr. Ceramicoli that he had no claim -- that the flood was an act of God. When Mr. Ceramicoli indicated dissatisfaction with the determination, the Board advised him that he might consult an attorney as, on the basis of what was seen, a court order would be the only manner in which the Department would be in position to legally pay for alleged damages to Mr. Ceramicoli's farm land.

WHEREUPON, the Board, returning to Boise, adjourned until its next meeting scheduled for December 16, 17 & 18, 1963.



W. C. BURNS, Chairman

Read and Approved  
December 17, 1963  
Boise, Idaho

#### MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

December 16, 17 & 18, 1963

The Idaho Board of Highway Directors met in stated regular session at 8 a.m. in Room 201 of the State Highway Building, Boise, Idaho, Monday, December 16, 1963. Present were:

W. C. Burns, Chairman - Director, District 1  
Ernest Gaffney, Vice-chairman, - Director, District 3  
R. Doyle Symms, Member - Director, District 2  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Mr. Gunderson -- Interstate 80N Location Between Glenns Ferry and Bliss, I-80N-2(4)94. Mr. H. T. Gunderson, Division Engineer of the Bureau of Public Roads, met with the Board and mutually discussed positions regarding the location of Interstate Route 80N between Glenns Ferry and Bliss. The Board indicated its firm thinking that the route should serve the Hammett area, staying north of the King Hill irrigation canal immediately north of Hammett, as shown by Line 1; and that Line 3 should prevail between Glenns Ferry and King Hill.

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The Planning & Traffic Division outlined why the Hammett area must be served, principally because of tremendous present acreage and future irrigation developments, together with the growing importance of a connection to the Bruneau-Grand View-Marsing area, as well as permitting a more direct connection from Nevada by way of State Highway 51 to east and south-central Idaho.

In complying with Mr. Gunderson's requests for evaluating Line 1A and alternate west-bound Interstate Route 3, splitting and going over the present US 30 through King Hill, with an east-bound 2-lane facility crossing the river at Glenns Ferry through Pasadena Valley, the Department clearly showed the disadvantages of these alternates over Route 1 to Glenns Ferry, and Route 3 from Glenns Ferry to Bliss.

Mr. Gunderson stated that he thought he could personally recommend an Interstate Route passing Mountain Home to the Southwest, should the Board insist on Line 1 from there to Glenns Ferry. The Board pointed out that Mountain Home would most certainly enjoin the Board in court should that route be brought up in a re-hearing.

Mr. Bennett indicated that it might be feasible to cross State Highway 68 further west and closer to Mountain Home and that with the line staying north of the King Hill irrigation district canal near Hammett, that it would, to some extent, shorten Route 1 between King Hill and Glenns Ferry. The Board asked that the adjustments be submitted to the Bureau of Public Roads, and Mr. Gunderson advised that the requested line will be evaluated and forwarded to the Bureau's Portland office.

Segarini Property. Mr. Gunderson stated that the Bureau of Public Roads planned on contacting the City of Kellogg requesting consideration by the City to relieve the alley access problem of Mr. & Mrs. S.V. Segarini. The Board stated that everything has been done that could be done by the Board and the Department to resolve the Segarini demands, and that as far as the Department is concerned, the matter is closed. (I-90-1(11)48).

Engineering Agreement - Project S-3806(13), SH 51, Duck Valley I.R. - North. The Board authorized the Department's entering into contract with Johnson & Underkofler, consulting engineers, to do the engineering and design of an 8½ mile section of State Highway 51 from the Duck Valley Indian Reservation northerly. Such engineering also entails some relocation where required. Work is to be complete within 7 calendar months from date of notice to proceed, for the sum of \$2625 per center line mile.

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1964 Rest Area Construction Program. Assistant State Highway Engineer, Operations, McCrea outlined to the Board the various rest area location recommendations made by the District Engineers. Several of the locations are to be reviewed again by the District, with the recommendation that the locations be distributed over the district than were some of those submitted. It will be reviewed at a later Board meeting.

Special Warranty Deeds. The Board approved Special Warranty Deeds on the following:

I-80N I-80N-3(11)164 Walter D. Ludlum, Jr. Parcel No. 32A

I-80N I-80N-3(11)164 Bert Callen Parcel No. 17A

Exchange of Access Deed. The Board approved the following Exchange of Access Deed:

US 191 F-6471(13) Carl P. & Evva E. Lenz Parcel No. 23A

Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

SH 69 F-3782(1) Pauline D. Hunt; Davis T. Parcel Nos. 3,  
and Reece Ann Warren 3-E-1, & 3-E-2

SH 69 F-3782(1) Meridian Athletic Ass'n., Parcel No. 4  
Inc.

" " Earl C. & Elizabeth Coryell Parcel Nos. 6,  
6-E-1 & 6-E-2

" " Peter & Jessie Dewaard Parcel Nos. 7 &  
7-E-1

" " Floyd & Susie Robison Parcel Nos. 9 &  
9-E-1

" " Lila M. King Parcel Nos. 12 &  
12-E-1

SH 1 FH 4-1(2) Charles Plummer Hill & Parcel No. 21  
Enid Mary Hill, Husband &  
Wife, or their successors  
or assigns.

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Approval of Right of Way Settlement in Excess of \$20,000 was given on the following:

I-15	I-15-1(10)40, Parcel No. 9, Arimo Ranches - \$26,800
"	I-15-1(9)61, Parcel No. 18, Gladys Hendershott & Lee O. McClung - \$28,669
I-80N	I-80N-3(11)164, Parcel Nos. 17 & 17R, Frederick N. & Marie Trappen - \$23,070
I-80N	I-80N-3(14)185, Parcel No. 6, Ethel P. McDonald - \$30,000
"	" Parcel No. 8, E. C. Montgomery, - \$34,000
"	" Parcel No. 12, Milford D. & Hazel H. Jones - \$35,300
"	" Parcel No. 16, Dorothy & Walter J. Gooding - \$29,200
"	" Parcel No. 17, Mary Eva Schmidgall - \$25,475
"	" Parcel No. 18, Herbert A. & Geneva Painter - \$34,221
"	" Parcel No. 24, Walter W. Thomas & Wilma I. Talley Thomas - \$24,200
US 10A	F-5121(13), Parcel No. 22, Harvey A. & Elsie V. Finley - \$21,000

Report on offer of Settlement made by Max B. Lewis - Boise One-Way Couplet - U-3021(8). The Board agreed to a settlement of \$42,000, plus return of the equipment to the owner.

Meridian Connection - Interstate 80N, S-3782(1). The Board authorized a median cut at approximately station 465/64, a median cut and approach at approximately station 454/00.

The action qualifies and supersedes in part the original minute entry of March 11, 1963, and conforms with Board Policy regarding access to State Highway Interstate connections.

The Board asked the Department to look into the need for a cross walk in the area of the fairgrounds to serve the parking area across the roadway.

Local Area Point-of-Interest Maps at Rest Areas Approved. Chairman Burns pointed out to the Department the advantages of an area map being installed at a few rest area points that would serve as a source of information and direction to points of particular interest off the Interstate route to tourists. Mr. Bennett concurred in this thinking as being of real assistance to tourists as to how to get to such areas

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as the Scenic Loop from Ashton to the Big Falls, and the Beckler-Fall River area between Ashton and Last Chance on the old section of US 191.

This is not to be construed that all rest areas should be considered but only those that have areas of interest off the Interstate or at junctions of the State Highway System where motorists may pull out of the line of traffic and be assured a safe parking area to view a map showing access routes to such points of tourist interest in Idaho.

Mr. Bennett stated the Department would conduct a study of rest areas that would fill such a need.

Miscellaneous Correspondence. The following miscellaneous correspondence was read and considered by the Board:

1. Various letters regarding Public Lands Funds requests.
2. Dubois Lions Club request for Interstate connection to Stoddard Camp Ground at China Point.
3. Mr. Hengler's (Fruitland) request for early improvement of US 95 in Payette County.
4. Minidoka County Commissioners and Minidoka Highway District Commissioners supporting median cut as requested by Hobson, subdivider (Heyburn-Rupert, F-2441(8) ).
5. Mountain Home Chamber of Commerce and John Bermensolo's letters of objection to paragraphs 3 and 4 of the Board's determination in Mountain Home location of Interstate Route 80N.
6. Lloyd Adams of Rexburg and Keith Jergensen, St. Anthony City Attorney, letters of appreciation of the Board's Rexburg meeting subject matter.
7. Senator Don Samuelson's request for Board's consideration of Thama-Laclede project in 1964 Construction Program.
8. Boise Airport Manager's thanking Department for co-operation and assistance in signing.

TUESDAY, DECEMBER 17, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

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W. C. Burns, Chairman  
 Ernest Gaffney, Vice-chairman  
 R. Doyle Symms, Member  
 G. Bryce Bennett, State Highway Engineer  
 Wayne Summers, Secretary of the Board

Minutes. The Board read and approved the Minutes of the Regular Meeting November 4 and 5 and the South Idaho Tour November 6, 7, 8 and 9, 1963.

City and County's Request for Extension from Curtis Road Bench to State Highway 44. Appearing before the Board was the following Ada County Commissioners and Boise City Council and Garden City Board delegation:

Leon Fairbanks, Ada County Commissioner  
 Ferd Koch, Boise City Councilman  
 Roy Murphy, Ada County Commissioner  
 Vernon E. Morris, Boise City Councilman  
 Dortha Bills, Garden City Board Member  
 A. J. Wahl, Boise City Public Works Commissioner  
 Edward Rice, Boise City Councilman  
 Marvin Wright, Ada County Commissioner  
 Buck Jones, Boise City Councilman  
 Harold Conn, Garden City Board Member  
 Howard Thomas, Garden City Board Member

Boise City Councilman and Ada County State Representative Ferd Koch, in speaking for the delegation, pointed out the need for closer liaison between local governments and the Department, with reference to the time-consuming Boise one-way couplet planning and right of way acquisition. The delegation was unanimous in requesting the Board to place on the State Highway System a road from Curtis Road extension across Garden City on a line between 42nd and 41st Streets to State Highway 44.

No commitments were made by the Board regarding the request for action of the road being placed on the State Highway System other than that Chairman Burns stated that the Board has viewed this road proposal as that of a local and internal need characteristic and not solely that of a State highway.

Dortha Bills, Garden City Village Board Member, stated that right of way would be cheaper with less improvements interfering on this alignment. Mr. Koch pointed out that this road is needed not only for State highway type traffic, but also to relieve the one-way couplet as a needed additional crossing between north Boise and the bench. He also requested the construction of the one-way couplet be

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pursued "with vigor" and that portions of the project be made ready for individual projects, such as construction of the bridge across the Boise River from Main to U.S. 20-30 Jct., and that immediate placement for bid and early construction be entered into for those sections for which right of way has been acquired.

It was agreed that the Mayor of Boise and the Chairman of the Ada County Commissioners would, with Mr. Bennett, act as a Committee to expedite acquisition of right of way.

In answer to the demand for the construction of the Curtis Road extension to State Highway 44, Chairman Burns stated that the last time the Boise City Council met with the Board that they had stipulated these desired priorities:

1. Complete Front and Main one-way couplet
2. Complete the Interstate connections into Boise
3. Improve State Street from 23rd to 27th

to which the Boise City delegation concurred.

The need for improvement of the drainage of West State Street from 27th to Collister was also brought out by Mr. Bennett as being in the long-range planning and has been for some time.

Mr. Koch also stressed the opinion of the delegation that percentage-wise, the Boise area in particular has been neglected regarding expenditure of State Highway construction moneys; whereas the areas in North, South Central and East Idaho have been getting the largest percentage of construction moneys. He then proceeded, asking, "When, where and how much -- and not continue to parry by answering 'When time and moneys permit placing these projects on the Program.'"

Mr. Burns stated: "The Board and the Department join with you in saying that we want these things, too, but we can't do them all at once. It takes considerable primary funds to hook up to the Interstate in all sections of Idaho, and if the Board had planned to build the Interstate Bypass first, as urged by the Statesman, we would have ended up in a plowed field. It is our plan to come into Boise with a spur so the Interstate can be used to serve the City of Boise, as more people are destined for the City Center than beyond, via a bypass."

Mr. Koch stated that the City Council is not pleased in the manner in which the one-way couplet has been pursued, as for four years it has been putting money in the budget to do those things needed by the City. Mr. Bennett pointed out the City delayed the project a year or two by demanding a change in the 17th Street crossover design.

Mayor Shellworth brought up the matter of relocating State Highway 21 from Park Boulevard connections with Broadway Avenue along the north side of the Boise River to near the Bannock Steel Company's plant. Mr. Bennett said this route was new to him. Mr. Gaffney stated that the Interstate construction in the Boise area was delayed because of the first plans for their penetrating route not meeting with the approval of the people and it took two years to arrive at an agreeable routing. He further stated that "We have a lot of work coming to Boise in the next two or four years."

Mr. Fairbanks stated that the Boise Valley has had only two jobs in the last few years -- extending US Highway 44 and improving State Highway 30 to Meridian. "We feel we should have greater consideration." He stated that the Curtis Road extension was a State responsibility as it connects three State highways. He then asked that the Board add the extension to the State Highway System. Mr. Bennett stated that the position of whether or not it is a local or State type of road has not been resolved.

Delegation for Relocation of US 95 through Fruitland. Next appearing before the Board was the Fruitland Lions' Club delegation consisting of:

Howard Hatch	Kent Grist	George Strange, Jr.	Larry Coons
Cole Amos	Roy Sweetwood	Ben Wherry, State Representative	(New Plymouth)

urging that the Department pursue the construction of building a modern highway from Fruitland to Gayway Junction and Payette. The delegation pointed out to the Board that they were not here to tell where the routes should be located and urged the Department to get on with the planning and those things necessary to hasten construction, including a bridge to Ontario. Inquiry was made as to the priority of construction, section by section, to which Mr. Bennett stated that the high priority will be given that section from the Gayway Junction to Payette, then a second bridge across the Snake River, then the Interstate connections from Palisades to Fruitland.

The matter of 4-lane or 2-lane sections of highway in this area was discussed and it was stated that current traffic volumes between Gayway Junction and Payette support 4-lane construction. The number of lanes required South of Gayway Junction to the Interstate will depend upon the location selected after the route study is completed and hearings held.

The delegation was told also that after the route location is determined it would take a year to design and a second year to acquire right of way. Thus, it would be at least two years before construction could be entered into for this section of US 95, assuming right of way acquisition is complete.



Mr. Howard Hatch asked Mr. Mathes what type of design was contemplated at Gayway and would any right of way be needed of the businesses on the east side of US 95. Mr. Mathes indicated there would be a "right angle" connection from the Ontario Bridge and that some right of way would be required. Part of this may come from the east side.

State Representative Ben Wherry of New Plymouth asked for a New Plymouth sign to be placed at the Palisades US 95 side of the interchange so that people may be directed to New Plymouth. Mr. Mathes stated that he saw no problem and that the Traffic Section would look into the signing matter.

Rexburg - Ririe Road Financing. Next appearing before the Board were Madison and Jefferson County Commissioners:

W. H. Shuldberg, Jefferson County Commissioner, Terreton  
 C. F. Forsgren, Consulting Engineer, Rexburg  
 L. Lalovi Rigby, Madison County Commissioner, Rexburg  
 C. M. Bright, Jefferson County Commissioner, Rigby  
 Farrell Rock, Madison County Commissioner, Rexburg  
 Roy Summers, Madison County Commissioner, Rexburg  
 J. Elmer Moss, Jefferson County Commissioner, Ririe

asking the Board's guidance regarding the high standards of construction of the Rexburg - Ririe Snake River Bridge County project made necessary by the requirements set up by the U.S. Army Engineers. After considerable discussion, Chairman Burns suggested that the Commissioners meet with the Water Master of the South Fork of the Snake River and Col. J. H. Beddow of the Army Engineers, at which one of our State Engineers would be glad to sit in, to obtain the Corp's permission to reduce the excessively high elevations of the roadway fill and approaches to bridge structures required by the Army Engineers. It appeared to the Board that such high elevation requirements would aggravate and contribute to the dangers of flooding adjacent farm lands than would be the case if lower approaches to the structures would be permitted that would allow the flood waters to breach the roadway and not back up the water across farm lands.

It was Mr. Burns' thinking that it would be far cheaper to replace a few hundred feet of low roadway fill than it would be to fill the breach in the higher roadway or farm land dikes which are being raised by the Army Engineers.

The Commissioners left intending to call this meeting.

The problem of higher standards insisted on by the Army Engineers necessitated an additional \$115,000 construction costs by the Counties - Madison and Jefferson - for the Snake River crossing.

Next appearing before the Board was Willis Hobson, subdivider of the land divided by the Heyburn-Rupert Project north of Heyburn. Mr. Hobson thanked the Board for consideration given him by a connection to the highway from his property at a point to serve leased Standard Oil property. He now requested a point of access to the highway with a median cut 680 feet northwest of the Standard Oil entrance and median break. (Project F-2441(8))

The Board stated that they felt that he should incorporate frontage roads into his subdivision planning or take such road system planning into consideration that would serve his property best from those median cuts already firmed in the project as now under contract. Should the Board accede to this request, it would just be a matter of time until the design features of the median be such that the modern high-capacity traffic features of the facility will deteriorate to a local road, with excessive turning movements reducing the design speed of traffic to that of a city street. The Board recounted to Mr. Hobson that the Board had offered earlier in planning the project with the local people that the Department would acquire sufficient additional right of way for a frontage road to be built by subdividers or the subdivision of local government as needed, but that this design was turned down by the Minidoka Highway District and the majority of the property owners whose property abutted the Heyburn-Rupert project. It was the Board's considered opinion that to cause any additional breaks in the raised median, other than those shown in the plans, would be a step in the wrong direction in designing the project.

Next appearing before the Board was the Elko Chamber of Commerce and Highway 51 Association composed of:

Arsen Alzola, President, Nevada-Idaho Highway 51 Association  
 Mrs. Carl Agenbroad, Secretary, Nevada-Idaho Highway 51 Assoc.  
 Carl Agenbroad, Owyhee County Commissioner  
 Elko Chamber of Commerce Members Warren L. Monroe, Ray Gorteiz,  
 William F. Wunderlich, Jr., and Robert H. Pearce

Senator Monroe stated that "We came up to inquire as to your methods of financing, which seem to be different from that of Nevada, that we might be better informed as to why more moneys have not been put into this section of State highway." Bob Pearce said, "We can't understand why you can't dig up money from some other source to get this job complete to the Owyhee Indian Reservation line."

Arsen Alzola stated that another \$50,000 of the County's unused Federal Aid moneys could be turned over to the State for matching after July 1, 1964. After that, however, local needs for these matching moneys will prevent any use for some time to come by the County for construction moneys in improving State Highway 51.

Mr. Burns stated that "If we had to disappoint anyone, we would prefer it to be someone outside of the State." He pointed out that Idaho receives approximately 63 per cent Federal Aid, as against Nevada's 87 per cent. Mr. Burns stated that there isn't enough money in all of the states to do all of the work anticipated on the secondary systems. Also, that the Department yesterday approved an engineering and design contract with consulting engineers for an 8½ mile section of the road northerly from the Duck Valley Indian Reservation line. It was pointed out that a bid opening for construction of another 8½ mile section will occur December 30, and that it was the Board's thinking that this road is not being neglected as much as some would think. The Board stated that they are under the impression that Nevada as well as Idaho never has sufficient construction moneys to build new roads as fast as the people would like to see done.

Attorney William Holden -- Access to Wood Property, Burley North.  
Next appearing before the Board was Attorney William Holden regarding access to the Willard Wood property on the Burley North, State Highway 27, connection to Interstate 80N. In representing his client, Mr. Holden requested a one-way service connection into the property from the south-bound lane, which the Board denied, citing the reasons of safety to the highway user in such an operation. After Mr. Holden was apprised as to the historical and legal ramifications of other requests in the same area of this project, he was very sympathetic to the Board's position regarding his request.

Mr. Holden also represented two canal companies, the Woodville and Aberdeen-Springfield Canal Companies, regarding a bridge needed to service and maintain the canals because of the Interstate construction.

Access Restored to Lester Skeem Property, Merrill Road to I-15.  
Next appearing before the Board were Lester Skeem and his son requesting access for 200 feet of highway frontage that had been acquired by the State for \$175. In his request to restore these accesses to the property on this connection to Interstate Route 15 serving McCammon, Mr. Skeem offered to refund the \$175 to the Department.

The Board stated that as long as the request would fit into the Board Policy regarding accesses to State highway connections of the Interstate, as this appears to do, the Department should make a request of the Bureau of Public Roads to permit Mr. Skeem to return the \$175 paid to the Department for these same access rights that he might develop his property commercially at this point.

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WEDNESDAY, DECEMBER 18, 1963

The meeting of the Highway Board reconvened at 8 a.m. in Room 201 of the State Highway Building, Boise, with the following persons present and participating:

W. C. Burns, Chairman  
Ernest Gaffney, Vice-chairman  
R. Doyle Symms, Member  
G. Bryce Bennett, State Highway Engineer  
Wayne Summers, Secretary of the Board

Bids. The Board concurred in the action of the State Highway Engineer on the following highway construction bids:

I-90-1(42)41 - The work consists of constructing an earthen dike with riprap and rock slope facing along the Coeur d'Alene River, Cataldo Dike Section, in Kootenai and Shoshone Counties - Federal Aid Interstate and State financed. The Contract was awarded to Goodfellow Brothers, Inc., Wenatchee, Washington, the low bidder, on November 13, 1963, in the amount of \$90,612.50.

STOCKPILE NO. 4452 - The work consists of furnishing aggregate surfacing, cover coat and sanding materials in stockpiles at the Grangeville Maintenance Yard, in Idaho County - State financed. The contract was awarded to Grant Construction Company, Hayden Lake, Idaho, the low bidder, on November 20, 1963, in the amount of \$29,300.00.

STOCKPILE NO. 4449 - The work consists of furnishing aggregate base and cover coat material in stockpiles at the Orofino Maintenance Yard and State Hospital North, in Clearwater County - State financed. The contract was awarded to DeAtley-Overman, Inc., Lewiston, Idaho, the low bidder, on November 20, 1963, in the amount of \$17,680.00.

STOCKPILE NO. 4450 - The work consists of furnishing aggregate base and cover coat material in stockpiles, west of Elk City in the vicinity of Crooked River, and adjacent to MP - 132.8 (SH 14), known as Idaho Stockpile Project No. 4450 in Idaho County - State financed. The contract was awarded to Overman Construction, Lewiston, Idaho, the low bidder, on November 29, 1963, in the amount of \$24,600.00.

STOCKPILE NO. 4448 - The work consists of furnishing aggregate base and cover coat material in stockpiles within the Kendrick Maintenance Yard, adjacent to MP 26.9 (SH 42) in Latah County - State financed. The contract was awarded to J. F. Konen Construction Company, Inc., Lewiston, Idaho, the low bidder, on November 29, 1963, in the amount of \$13,210.00.

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F-1481(22) - The work consists of constructing the roadway, drainage structures, plantmix bituminous surfacing and a 58' concrete bridge on 4.847 miles of US Highway 30N, 4.8 Mi. W. Wyo. Line - Wyo. Line, in Bear Lake County, commencing approximately 16 miles southeast of Montpelier and extending east to the Wyoming Line - Federal Aid Primary and State financed. The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, the low bidder, on December 2, 1963, in the amount of \$849,397.00.

I-80N-1(12)37 - The work consists of constructing the roadway, drainage structures, two concrete overpass structures, four concrete underpasses, one concrete bridge, a plantmix bituminous surface and seal coating the shoulders on 6.591 miles of Interstate 80N, Nampa-Meridian, in Ada and Canyon Counties - Federal Aid Interstate and State financed. The contract was awarded to Morrison-Knudsen, Inc., Boise, Idaho, the low bidder, on December 6, 1963, in the amount of \$1,866,868.60.

ST-6501(510) - The work consists of constructing a channel change, installing a 66" concrete culvert and constructing headwalls on 36", 54", 66" and 90" culverts on US 26 between Clark Hill and Granite, in Bonneville County - State financed. The contract was awarded to Kimberly Construction Co., Inc., Kimberly, Idaho, the low bidder, on December 12, 1963, in the amount of \$12,167.00.

S-3701(1) - The work consists of constructing the roadway, drainage structures and a roadmix bituminous surface on 7.488 miles of the Three Creek Road, Three Creek - Twin Falls County Line, located approximately 37 miles southeast of Rogerson, in Owyhee County - Federal Aid Secondary and County financed. The contract was awarded to Duffy Reed Construction Company, Twin Falls, Idaho, the low bidder, on December 16, 1963, in the amount of \$191,085.90.

F-3311(4) - The work consists of constructing the roadway, drainage structures and a plantmix bituminous surface on 2.576 miles of Highway US 95, Wilder North, in Canyon County - Federal Aid Primary and State financed. The contract was awarded to Aslett Construction Co., Twin Falls, Idaho, the low bidder, on December 13, 1963, in the amount of \$338,245.45.

F-2441(8) - The work consists of constructing a 4-lane divided roadway, drainage structures, curb and gutter and a plantmix bituminous surfacing on 4.006 miles of US Highway 30N, Heyburn-Rupert, in Minidoka County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Bannock Paving Co., Pocatello, Idaho, on December 23, 1963, in the amount of \$586,699.35)

F-2361(26) - The work consists of constructing a steel trash rack and a maintenance access road on US 30 at Rock Creek, west city limits of Twin Falls, in Twin Falls County - Federal Aid Primary and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to the Neilsen-Miller Co., Twin Falls, Idaho, on December 23, 1963, in the amount of \$15,837.00.)

I-15-3(21)163 - The work consists of constructing the roadway (NB-Lane), 31' and 63' concrete bridges, 2-concrete underpasses, 1-concrete overpass, an asphalt treated base and a plantmix bituminous surfacing on 15.426 miles of Interstate Highway No. 15, Dubois-China Point, in Clark County - Federal Aid Interstate and State financed. The Board concurred in the recommendation of the State Highway Engineer to award the contract to the low bidder, subject to the approval of the Bureau of Public Roads. (The contract was awarded to Peter Kiewit Sons' Co., Idaho Falls, Idaho, on December 30, 1963, in the amount of \$2,302,476.00)

The Board approved the 1964 Interstate and ABC Construction Program and authorized the news release for Thursday, December 26.

Nez Perce County National Historical Park Association Director Approved. The Board, seeing no conflict of interest, approved a request of District Engineer Sacht to serve as a Director of the Nez Perce County National Historical Park Association Board.

Certified Salary Structure Approved. The Board approved in its entirety a proposed certified salary structure dated December 16, 1963, as presented by the Personnel Director, a copy of which is on file in the Board Secretary's files and in the Personnel Section.

Participation in Rayburn Street, University Campus. The Board considered a letter from the University of Idaho asking the Department's participation in the proposed improvement of Rayburn Street on the University campus. Participation was withheld until further information is available regarding the breakdown of costs in the \$44,000 estimate showing design standards of roadway construction in width, pavement and ballast.

The Board will review the request on receipt of the information.

Out-of-State Travel was approved for State Highway Engineer Bennett to:

Denver, Colorado, to speak at Highway Engineers Conference, University of Colorado, February 21, 1964; and

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Mr. Bennett and Construction Engineer R. B. Christensen to Corvallis, Oregon, to participate in 1964 Northwest Roads & Streets Conference, February 14, 1964.

Upon the request of Chief Right of Way Agent Mix, the Board authorized three Right of Way Appraisers to attend Appraisal School No. 2, Portland, Oregon, February 2 - 15, 1964.

American Falls Dam, SH 39 Roadway Improvement. Mr. Bennett recounted the deficiency with standard of that section of State Highway 39 crossing American Falls Dam. He mentioned that the possibility would be explored of removing the concrete lamp post and railing on the downstream side of the roadway. The possibility of drilling supports into the downstream side of the dam for a guard rail to decrease the conflict with vehicles now being experienced with the present concrete lamp posts and railing would be explored.

Mr. Bennett also quoted Reclamation Engineer Nelson as saying that the Reclamation Bureau is exploring the possibility of raising the dam sometime during the next 5 or 6 years. Mr. Bennett suggested to him that in the planning of such a reconstruction, the Department would be glad to work with them as to ways and means of improving the width standards of the present roadway across the top of the dam, to which Mr. Nelson concurred. No commitment was made as to what financial participation the Department or the Reclamation Bureau would be obligated to in this regard.

The Board recalled that local requests for an improvement of this roadway has prevailed for several years.

Report on Kooskia Meeting with Loggers. Board Vice-chairman Gaffney recounted to the Board the meeting in which he, together with Messrs. Bennett, Jump, McCrea, and Law Enforcement officials, met with loggers and legislative officials at Kooskia, December 10, to hear and discuss the loggers' problems regarding overweight log loads. Mr. Gaffney pointed out to the loggers in response to their objections to loadometer "jump" scales, that the Department could install permanent platform scales. Mr. Gaffney stated that the meeting concluded with the loggers realizing that the economics of pay loads was not in overloading, but a review of log scaling and commensurate haul fees for the product hauled by the log haulers.

Access Control approved by the Board;

<u>S-1778(6)</u> , Cleveland-Thatcher	Standard Approach Policy
<u>S-SG-4780(9)</u> , Pierce Underpasses	Standard Approach Policy
<u>F-3271(9)</u> , Spring Valley	Partial Control

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Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided nunc pro tunc in the affirmative in the matter of the necessity of relocation of utility facilities in the following projects:

FHP 18-2(1), 3(1), Elk City Highway, Idaho County - Washington Water Power Company

I-15-3(12)163, 3 Mi. South of Dubois-China Point, Clark County - Utah Power & Light Co., Mtn. States Telephone & Telegraph Co., and Mud Lake Telephone Cooperative Ass'n.

F-2441(8), State Highway 24, Heyburn-Rupert, Minidoka County - Heyburn Village Electric and Mountain States Telephone & Telegraph Co.

F-3311(1) & (4), Wilder North, US 95, Canyon County - Idaho Power Company and Owyhee Telephone Company

I-80N-1(12)37, I.C. Jct. US 30 NE of Nampa-I.C. Jct. SH 69 S. of Meridian, Ada & Canyon Counties - Inter-mountain Gas Company, Idaho Power Company, Mountain States Telephone & Telegraph Co. and El Paso Natural Gas Company

After reviewing the project plans, the Board decided in the affirmative in the matter of the necessity of relocation of utility facilities in the following project:

I-15-1(10)40, 0.90 Mi. S. of Arimo, Merrill Road I.C., Bannock County - Mountain States Telephone & Telegraph Co., and Utah Power & Light Company

Removals from the State Highway System (US 30N & US 91-191-30N)

The Board approved the removal of a portion of State Highway No. US 30N beginning at a point 0.280 miles south of Montpelier South City Limits and ending 0.341 mile south of the Dingle Road junction as shown in official Exhibit B-9, which is made a part hereof with like effect as though extended in full herein.

The Board approved the removal of a portion of State Highway Nos. US 91-191-30N beginning 0.309 mile north of McCammon North Corporate Limits and ending 0.688 mile west of the Inkom West Corporate Limits, as shown in official Exhibit B-10, which is made a part hereof with like effect as though extended in full herein.

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Orders of Condemnation. The Board approved and signed the Orders of Condemnation for the following:

I-15	I-15-1(9)61	Isaac McDougal, Parcel No. 10
"	"	Opal Dolbeer and Isaac McDougal, Parcel No. 11
US 10A	F-5121(13)	Northern Pacific Railway Company or its Lessees or Permittees in Possession, Parcel No. 5½

Proposed Alternate Locations - Interstate Route 90. The Board reviewed with the Planning & Traffic Division the proposed alternate locations of Interstate Route 90, Silverton through Wallace, and approved the Northwest side route with structures through the City of Wallace over the river and railroad. The Planning & Traffic Division is to report back on the comparative cost benefits of 2 lanes stacked over the other, with the upper deck serving as snow storage during the winter months and east and west traffic using the 2 lanes beneath. The Board requested the Department to check cost estimates on tunnel route around Wallace, versus surface route cost.

The Board then reviewed with the Planning & Traffic Division a recommended route of Interstate 90 through Mullan, consisting of two different grade lines, namely a high line and a low line. Inasmuch as the advantages of either line depend on desired access to both high school and grade school, the Board directed the Department to meet with Mullan Village officials and report back the wishes of the Village.

The Board then reviewed with the Planning & Traffic Division alternate routes of Interstate Route 90 from Mullan to Saltese, Montana, determining that Plan 17-A-7, a surface route over Lookout Pass, to be the route that should be negotiated with the Montana Highway Commission and the Bureau of Public Roads and report back the outcome of negotiations. The route calls for a 5.2 grade in Idaho with a 6.2 grade in Montana, at a cost of \$16,900.00 for the entire route in both states. Five routes were considered in the joint study by Montana and Idaho Departments of Highways, including the St. Regis Tunnel, Mullan Pass and two other alternates over Lookout Pass.

The Board approved final plans, specifications and estimates for the following contemplated projects previously authorized by the Board:

Yard 2340  
Stkp. 3470  
ST-2361(537)

Cotterell Port of Entry Well  
Strawberry Glen Stockpile  
Springdale - Declo (Roadmix)

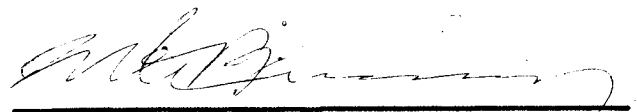
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ST-2361(538)	Burley Main Street (Seal)
ST-2790(507)	Acequia - Rupert (Roadmix)
ST-2862(505)	Overland Ave. (Burley) (Seal)
Stkp. 2455	Albion Stockpile
STM-6751(504)	A.E.C. - Gilmore Summit (Seal)
STM-6840(504)	Lidy Hot Springs - Dubois (Seal)
Stkp. 6469	A.E.C. - Gilmore Stockpile
Stkp. 5474 & 5475	Spirit Lake
Stkp. 1414, 1486 & 1487	South & West Pocatello & McCammon
Stkp. 2456, 2460, 2461, 2462, 2463	Blaine, Butte, Camas & Gooding Counties
ST-2741(504)	Tipperary Corner (Roadmix)
Stkp. 2457, 2458, 2459, 2464	Stanley, Jerome, Shoshone & Challis
STM-6471(540)	Sugar City Main St. & St. Anthony - Snake River Bridge (Seal)
Stkp. 6465, 6467, & 6468	Island Park Lodge, Last Chance & St. Anthony
US-3788(1)	Orchard Ave. Ext. (RR Agreement Pending)
S-1888(1)	Tilden Snake River Bridge
S-6826(1)	SH 33 - Darby
F-6471(18)	St. Anthony Bridge
I-15-1(9)61	Portneuf, S. Pocatello
I-15-1(20)66	S. Pocatello to Pocatello Cr.
I-IG-90-1(30)46	Pinehurst, Smelterville
STM-6471(538)	Rexburg-Sugar City & Sugar City Overpass - St. Anthony (Half-sole)

THURSDAY, DECEMBER 19, 1963

The three Board Members met with Sandor Klein, Executive Editor of the Idaho Daily Statesman, at the Statesman Building, briefing him on the Board's position regarding the timing and original planning of the Boise Interstate bypass as related to the connecting spur to US 20-30 interchange in Boise.

WHEREUPON, the Board adjourned until its next meeting scheduled for January 13, 14 and 15, 1964.

  
 W. C. BURNS, Chairman

Read and Approved  
 January 13, 1964  
 Boise, Idaho

December 19, 1963